

# AUSTRALIAN RAILWAYS ILLUSTRATED

APRIL 2010 - ISSUE 1

RRP: \$9.95



**INSIDE :**

- 600'S IN NSW
- TUSCAN ON SILVER STRIPS

- SSR AT WORK
- DINOSAURS AT WORK ON BG



*Austrains*

**AUSTRAINS Pty. Ltd.**

PO.Box 3076, Putney, NSW, 2112

Ph: (02) 9817 2333 Fax: (02) 9817 2377

Email: [info@austrains.com.au](mailto:info@austrains.com.au)

AUSTRAINS Pty. Ltd. A.C.N. 073 183 258

**SOUTHERN**

**DUE JULY 2010**



**SPIRIT**

*Certificated Limited Edition  
1200 Pieces only!*

**NR Class**

**NR84 & NR85**



The Southern Spirit brand name and logo is owned by Great Southern Railway and is used with permission.

**\$275.00 each**

**Available direct from Austrains only!**

POSTAGE INCLUDING INSURANCE \$9.50 PER ORDER

Visit our new website: [austrains.com.au](http://austrains.com.au)

**AUSTRAINS Pty. Ltd.**

PO.Box 3076, Putney, NSW, 2112

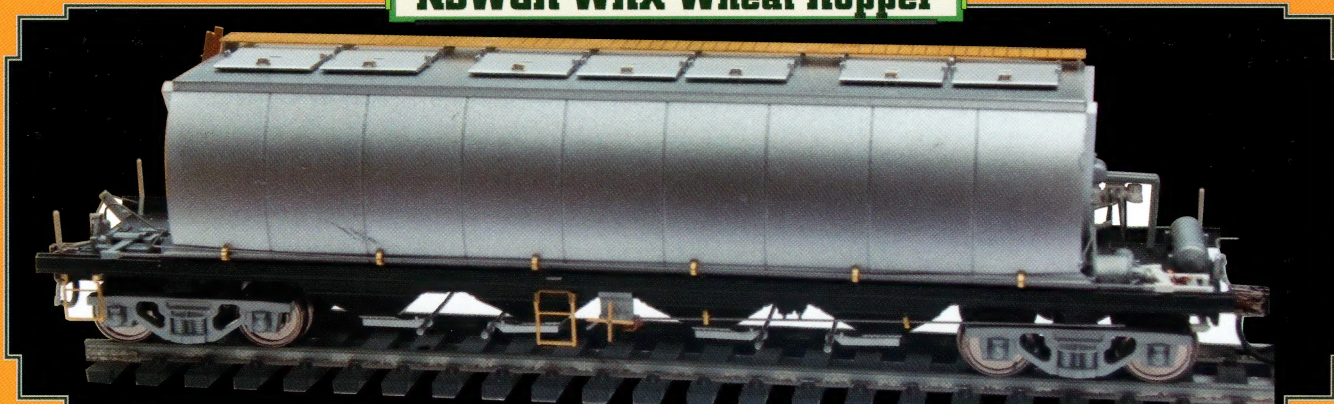
Ph: (02) 9817 2333 Fax: (02) 9817 2377

Email: [info@austrains.com.au](mailto:info@austrains.com.au)

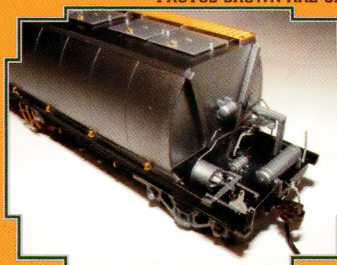
AUSTRAINS Pty. Ltd. A.C.N. 073 183 258

**DUE SEPT 2010**

**NSWGR WHX Wheat Hopper**



PHOTOS SHOWN ARE OF A FACTORY ENGINEERING SAMPLE. FINAL PRODUCTION MODEL MAY VARY SLIGHTLY IN SOME MINOR DETAILS.



**Available in Sets of Four.**

PACK A: as delivered

PACK B: as delivered

PACK C: 3 Manildra Flour Mills/Manildra Starches  
plus 1 as delivered

PACK D: 3 Sun Rice plus 1 as delivered

The Manildra brand name and logo is owned by the Manildra Group of companies and is used with permission.

**Price per Pack of 4 \$230.00**

**Available direct from Austrains only!**

POSTAGE INCLUDING INSURANCE \$9.50 PER ORDER

Visit our new website: [austrains.com.au](http://austrains.com.au)



# AUSTRALIAN RAILWAYS ILLUSTRATED

Vol. 1 No. 1

## April 2010

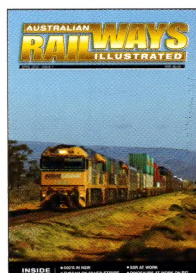
### FEATURES

**10**  
600's in NSW

**21**  
SSR at Work

**26**  
Tuscan on Silver Strips

**31**  
Dinosaurs at Work on  
the BG



### REGULARS

**5** Industry in Focus

**36** In's and Outs

**38** NSW News

**46** VIC News

**52** QLD News

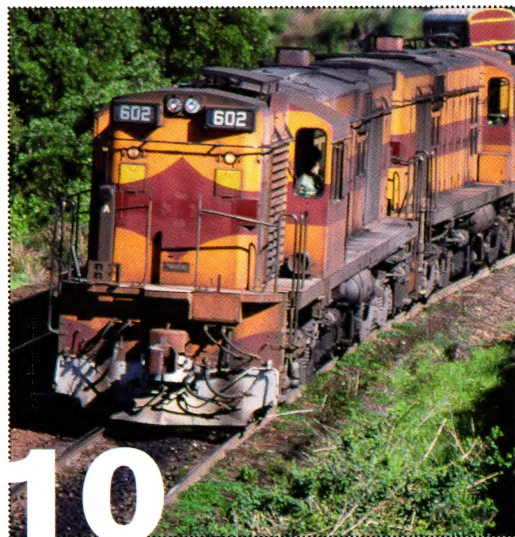
**56** SA News

**59** TAS News

**60** WA News

### COVER

After crossing 2XW4 goods at Winninowie NR30, NR53 and NR47 haul 1MP5 goods towards Stirling North on Monday 15 February 2010. Photo by Damien Butler





# AUSTRALIAN RAILWAYS ILLUSTRATED

Published by

**Australian Railways Illustrated P/L**

A.C.N. 142 183 702

**Editor in Chief:** Stewart Anderson

**Advertising:** Mike Moy

**Contributing Editors:** William Arkell

Simon Barber

Rod Milne

**Rollingstock Editors:** Bernie Baker

Chris Jones

**NSW Editor:** Brian Pycock

**VIC Editor:** Chris Nuthall

**QLD Editor:** Bruce Russell

**SA Editor:** Justin Cheary

**WA Editor:** Phil & David Melling

**TAS Editor:** Vacant

**IN's & OUT's:** Tony Burgess

**Layout & Design:** Dijana Angeleska, Justin Carroll

PageSet - 03 8542 5555

**Printing:** Immij - 3/12 Mars Road

Lane Cove NSW Aus 2066

Ph: 02 9424 4600

**Editorial Address:**

P.O Box 155 Oakleigh VIC 3166

Ph: 0425047167

**Subscriptions/Advertising Address:**

P.O. Box 886 Kings Langley NSW 2147

Ph: 0413183080

## FROM THE EDITOR :

Welcome - to Australian Railways Illustrated, the newest rail magazine covering train operations throughout Australia and showcasing some of Australia's best rail photographers.

Our team consists of some of the rail fraternity's most respected photographers and correspondents who will bring you, the reader, current happenings in the rail industry, topical articles from yesteryear and today's current operations together with exceptional photography.

We welcome contributions especially feature articles; please feel free to contact me if you have an idea at [arieditor@hotmail.com](mailto:arieditor@hotmail.com).

I was overwhelmed by the offerings of support by people willing to offer their time to assist with the production of the magazine.

I would like to thank John Della and his team at Pageset for their assistance on this ongoing project.

Hope you will join us for the ride!

*Stewart*



# Subscribe to Australian Railways Illustrated for \$49.75

(A\$88.00 Overseas)

**6 issues for the price of 5**

**send cheque/money order payable to**

**Australian Railways Illustrated Pty Ltd  
P.O Box 886 Kings Langley NSW 2147**

Direct Debit available contact us for details.

## Rail Mail



### Are you on Train Pictures "Rail Mail" newsletter list?

Join our free mailing list today to make certain you don't miss out on sensational DVD deals, pre-release specials and lots of other great stuff only available to people on the "Rail Mail" newsletter list. Simply fill out this form to be added to the list. Your details will only be used by Train Pictures and will not be passed on to any other organisation. You can be removed from the list at any time upon your request.

Name:.....

Postal:.....

Email:.....

I give Train Pictures permission to add my details to the "Rail Mail" email list.

Signature:.....

Please use **B L O C K** letters to complete the form. Select your preferred delivery method for receipt of the newsletter.

☐ Postal  
☐ Email

Post or Fax this form to:

Train Pictures ~ PO Box 687 Beenleigh QLD 4207 ~ Australia  
P: 07 3804 1996 ~ F: 07 3804 1997 ~ [www.trainpictures.com.au](http://www.trainpictures.com.au)



SCT LOGISTICS VANS TO BE USED ON THE MELBOURNE TO BRISBANE CORRIDOR

SCT Logistics has announced that it has commenced van trials between Melbourne and Brisbane. The trials commenced on 2 February 2010 with the relocation of significant volumes of stock for the Heinz Corporation into their new distribution facility in Northgate, Queensland. The white, red and black vans are attached to QRNational's MB7/BM7 interstate services.

NEW RAIL LINE PLANNED FOR QLD

Clive Palmer, Chairman of Resourcehouse, has announced a \$70 billion dollar 20 year agreement to sell QLD coal to one of China's larger power companies. The contract involves the supply of a massive 30 million tonnes of coal each year from the Galilee Basin, located west of Emerald in QLD. A new 495km rail line will be built to take the coal to a new port at Abbott Point.

RAIL TRAFFIC TO/FROM CRISPS CREEK (NSW) PLANNED TO INCREASE

Veolia Environmental Services has lodged a Preliminary Environmental Assessment to increase the amount of waste carried by rail from Clyde to Crisps Creek (located between Goulburn and Canberra) from 500,000 tonnes per year to 900,000 tonnes per year. The waste is transported in containers by road from Crisps Creek to the nearby former Woodlawn mine site where it is buried in a bioreactor.

It is also planned to transport 280,000 tonnes per year of products from the bioreactor



SCT Logistics secured a contract with Heinz between Laverton, Vic and Brisbane which saw SCT vans on QRN's Melbourne - Brisbane service for the first time. With 17 SCT ABSY vans in tow ahead of normal loading, LDP006/LDP004/G516 assemble 2MB7 goods at North Dynon on Monday 1 February 2010.  
Photo by Chris Nuthall

site by rail to elsewhere in NSW. Pacific National currently operate one train per day performing a Clyde - Crisps Creek - Clyde cycle.

UNITED GROUP LIMITED SECURES \$126 MILLION IN NEW ROLLINGSTOCK ORDERS WITH QRNATIONAL

UGL Rail has secured contracts to supply 15 new C44ACHi locomotives and 160 new QHBH coal hoppers for QRNational's Hunter Valley coal haulage expansion. In 2009,

QRNational was successful in being awarded substantial new coal haulage contracts from Peabody Energy Australia and Felix Resources. The first QHBH wagons were delivered in March 2010, while the first of the new locomotives are forecast for delivery in December 2010.

Under the contracts, United Group is manufacturing 15 x 180 tonne AC-traction diesel-electric locomotives (to be designated the 5020 Class) for \$93 million and 160 x 120-tonne stainless steel QHBH bottom-dump wagons for \$34 million. The new 5020 Class locomotives will be delivered between December 2010 and May 2011.

QR's Rollingstock and Component Services (RACS) business will build another 80 x QHBH wagons under a rolling stock investment of \$18 million to support the Peabody contract.

The 5020 Class will look similar to the 5000 Class locomotives currently operating in the Hunter Valley, but will feature an upgraded control system and increased power to 4400HP gross. The new QHBH coal wagons will feature ECP braking, similar to the QHAH coal wagons already in service.

GRAIN TRAIN DERAILMENT - WHITTINGHAM NSW

On the morning of Saturday 13 March 2010, Pacific National's 2531 Empty Grain service hauled by locomotives 8141 and 8103, which originated at Sulphide Junction and was destined for Werris Creek, was derailed as it passed over No 203 Points at Whittingham, located just east of Singleton.

In an interim factual statement, the Office of Transport Safety Investigations (OTSI)



With QRNational's Hunter Valley expansion, 15 more locomotives will be added to their current fleet. Here 5012 and 5005 haul BW165 empty coal westward as they approach High Street station near Maitland on Tuesday 21 July 2009.  
Photo by Jason Ferguson





As shadows approach the track at the end of a beautiful Southern Highlands afternoon, Pacific National's 2122 Empty Garbage service from Crisps Creek to Clyde approaches the southern outskirts of Goulburn behind DL50, 8144 and 48102 on Friday 11 September 2009. Photo by Jason Ferguson

stated that at the time of the derailment the train was travelling in accordance with the instructions contained in a 'Condition Affecting Network' (CAN) warning issued in conjunction with commissioning works associated with the Minimbah Bank Third Rail Project. The interim factual statement also reports that the CAN had been issued to the crew of 2531 only after assurances had been received that all points in the Minimbah to Singleton section were set and locked in the correct position for the intended movement of the train.

The train crew were hospitalised with minor injuries. The two 81 Class locomotives, eight NGPF/NHKF grain hoppers, signalling equipment and approximately 110 metres of track were extensively damaged in the incident. Hunter Valley coal exports were severely disrupted for a number of days while the damaged rollingstock was removed and track restored. It was reported that up to 500,000 tonnes of coal export throughput through the Port of Newcastle would be lost due to the incident.

### QRNATIONAL SECURES \$2 BILLION CONTRACT WITH XSTRATA TO HAUL COAL IN QLD

Premier Anna Bligh has congratulated QRNational after the company secured a \$2 billion contract to haul Xstrata coal from its Newlands, Collinsville, Oaky Creek and Rolleston mines in Queensland.

Executive General Manager QRNational Coal Marcus McAuliffe said the new long term contracts would begin in 2010 and 2011. To support the contract QRNational plans to expand its fleet with an investment of about \$100 million in new locomotives.

In 2008/09, QRNational's coal operations in Queensland and the Hunter Valley:

- Operated about 360 locomotives and 8,200 wagons
- Ran 28,403 services
- Serviced 56 coal mines
- Delivered 186.7 million tonnes of coal
- Employed about 1,700 people

### COPPABELLA AND MOORVALE JOINT VENTURE ANNOUNCES LONG TERM RAIL CONTRACT WITH PACIFIC NATIONAL QLD

The Coppabella and Moorvale Joint Venture (CMJV) has signed a long term take or pay contract with Pacific National for the haulage of coal in QLD. The contract, with a commencement date of 1 November 2010, allows for haulage of a total of 7 million tonnes of coal per year from the Coppabella and Moorvale mines to the Dalrymple Bay Coal terminal (DBCT). Macarthur Coal has used Pacific National for supplementary capacity over the last six months.

### ASCIANO AND WHITEHAVEN COAL ENTER INTO LONG TERM COAL HAULAGE CONTRACT

Asciano and Whitehaven Coal have signed a long term contract for the provision of coal haulage services from Whitehaven's Narrabri, Werris Creek and Gunnedah loading points in the Gunnedah Basin of New South Wales.

The contract provides Whitehaven Coal with long term certainty of their coal haulage requirements going forward. The agreement includes clear performance hurdles and capacity obligations from Pacific National to ensure Whitehaven's port and rail capacity commitments are matched by above rail obligations through Whitehaven's growth phase over the next decade.

This long haul, take or pay contract is expected to generate at least \$600 million of revenue for Asciano over the term of the agreement. The new contract includes more than a doubling of the rail haulage task for Whitehaven Coal over the next 2 years.

The new contract requires one new train set to be ordered immediately. This additional train set is part of Asciano's \$160 million capital commitment announced in June 2009 and means all 4 trains provided for in that commitment are now ordered and underwritten by long term take or pay contracts.

Whitehaven Coal has committed to purchasing one train set itself. Pacific National will lease and operate this train set from



Whitehaven as part of this contract. Three EDI Rail Cardiff-built GT46C-ACe locomotives numbered WH001 to WH003 have been purchased by Whitehaven Coal and will enter service shortly. It is anticipated that they will be painted in a similar livery to that which appeared on LDP001, LDP002 and LDP003.

Pacific National has obligations to invest in further trains as required by Whitehaven as its growth volumes come online during the contract period. As a result of the increased tonnes and longer haulage distances, Whitehaven is now becoming one of Asciano's largest customers in NSW.

## NEWCASTLE COAL INFRASTRUCTURE GROUP (NCIG) NEW KOORAGANG ISLAND TERMINAL APPOINTS GENERAL MANAGER AND RECEIVES ITS FIRST TRAIN

The owner of the new third export coal terminal in the Hunter Valley, Newcastle Coal Infrastructure Group (NCIG), has appointed Paul Beale as General Manager of NCIG. Mr Beale is the first of up to one hundred to be employed as the new facility is commissioned and expanded. Originally from Stockton, Paul Beale has over 25 years experience in coal terminals in Newcastle and Port Kembla and has been involved with the NCIG project since 2004. He will be responsible for the planning and implementation of the terminal start-up and ongoing operations.

The new General Manager said construction of the first stage, of 30 Mtpa capacity, was nearly 50% complete thanks to the efforts of over 500 construction workers on the site and he looked forward to bringing the facility into operation. "NCIG is being planned and constructed as a modern, high capacity facility, with high levels of automation and remote control. People interested in a career with NCIG should register their interest through the NCIG website... [www.ncig.com.au](http://www.ncig.com.au)."

Construction is also well advanced on the loader berths and wharf, rail system for the stacker/reclaimers and the rail dump station. The terminal is expected to be phased into production during 2010.

NCIG was formed in 2005 to address capacity issues for regional coal exporters. In April 2006 the New South Wales Government approved construction of a new coal terminal, with an ultimate capacity of up to 66 Mtpa.

The members of the NCIG consortium are all significant coal producers who have large coal reserves and projects to materially increase their aggregate coal production. Shareholders in project include BHP Billiton, Centennial Coal, Donaldson Coal, Peabody Energy, Felix Resources and Whitehaven Coal.

In mid-February 2010, QRNational locomotive 5001 hauled 4 x QHAH coal hoppers as the first train to use the new NCIG unloading loop. By mid-March 2010, 15 coal trains operated by QRNational and Pacific National had discharged at the new facility.

## NEW PASSING LOOPS OPEN ON EAST-WEST RAIL CORRIDOR

A key milestone in the modernisation of the East-West rail corridor has been reached with two new passing loops between Kalgoorlie and the Western Australia/South Australia border now completed.

Each project involved the construction of a new 1,850 metre passing loop and turnouts as well as the laying of 3,000 new concrete sleepers and four kilometres of new track. The first of the loops has been named Chifley, and is located between Coonana and Karonie in WA, whilst the second is has been named Goddards and is located further east between Kitchener and Zanthus in WA. Two additional loops are also being constructed in SA at Thomiar (located between Fisher and Cook) and at Coondambo (located between Kultanaby and Wirramina).

## REMOVAL OF THE LAST UPPER QUADRANT SEMAPHORE SIGNALS FROM THE MAIN SOUTHERN LINE IN NSW

A historic infrastructure milestone was reached between Yass and Cunnigar on the Main Southern Line between Sydney and Melbourne

in mid-December 2009, with the removal of the last section of turn of the century trackside signal technology and the insertion of modern signal infrastructure.

The final stage of a program to replace old upper quadrant semaphore signals between Yass and Cunnigar saw the last 26 such signals replaced with 20 colour light LED signals.

The completion of the project is the culmination of a \$5.5 million upgrade strategy on the North-South rail corridor between Picton and Cunnigar to replace 70 upper quadrant semaphore signals, technology from the earliest years of the rail network, with 60 colour light LED signals.

## XSTRATA TO COMMENCE NSW COAL HAULAGE OPERATIONS IN 2011

Xstrata Coal has announced that it will establish a new entity called X-Rail and use rail operator Freightliner to haul three new coal trains in the Hunter Valley. Ten new locomotives, similar to the 6000 Class currently being delivered to QRNational, have been ordered from United Group Limited. These units will be built at UGL's Broadmeadow facility. A number of new PHYH 120 tonne gross stainless steel coal hoppers have been ordered from Bradken.

The three new coal trains will transport approximately 25% of Xstrata's 40 million tonne annual haulage task from its various Hunter Valley mines to the unloading facilities in Newcastle. Pacific National hauls the other 75% of Xstrata's transport task.



4108/ 4032, with 4117/ 4045 mid train, haul 9E66 Ensham empties out of Kabra on Sunday 10 January. This section of single track to Stanwell is the last section for the next 125 kilometres.  
Photo by Bruce Russell



## NEW PACIFIC NATIONAL MAINTENANCE FACILITY PLANNED FOR GRETA IN THE HUNTER VALLEY

Pacific National expects to lodge plans soon with the State Government for a \$50 million train maintenance facility near Cessnock, creating hundreds of jobs.

Australia's largest private rail freight operator submitted a preliminary environmental assessment to the New South Wales Department of Planning late last year for the facility on land at Greta, near the Hunter expressway extension.

Pacific National is currently completing a detailed application which it hopes to lodge with the department in March.

The project will include maintenance sheds, administration and office facilities operating around the clock as a service centre for both locomotives and wagons used for hauling coal and wheat to the Port of Newcastle.

Pacific National says the project will create around 224 jobs during construction, and 450 people will be employed at the site when it is running at full capacity.

## BRADKEN SHUTS NEWCASTLE RAIL FACILITY

Bradken's rail division says competition from China and the strong Australian dollar are factors in a decision to shut its Newcastle rail workshop at Hamilton North with a loss of more than 30 jobs.

Southern Shorthaul Railroad performed AC-traction validation testing on 6009 and 6010 for United Group over a number of days in late February, based out of Narrabri. On Monday 22 February 2010, 6010, 6002, 6005 and 6009 sit at Turravan, which is located between Narrabri and Gunnedah in north western NSW. 6009 and 6010 have new traction software fitted. It anticipated that all four of these 6000 Class locomotives will be allocated to QRNational Hunter Valley coal working.

Bradken Rail General Manager Andrew Allen said the rail facility at Clyde Street, Hamilton North, would close on 9 April 2010. "The facility was originally set up to do maintenance but we have been doing project work during the past few years, including some work on Queensland coal wagons,"

Mr Allen said. "Before Christmas we were unsuccessful in two major contracts, which we lost to China. One was for coal wagons in the Hunter Valley and the other for iron ore wagons in Western Australia."

"The Australian dollar has been quite strong for some time and that makes it harder to compete with overseas work. The contracts we were doing ran out, and it made no sense to keep on with an operation of that size when we have larger operations in Ipswich and Mittagong."

Bradken's rail administration and engineering division in Kings Road, New Lambton, was not affected by closure.

## NEW ORE TRAFFIC FOR SCT LOGISTICS

SCT Logistics plan to commence haulage of iron ore in October 2010 for IMX Resources. The trains will be approximately 8,000 tonnes gross mass, and will operate at first once per week from Rankins Creek (north of Wirrida on the Tarcoola to Darwin line) to DP World Outer Harbour in Adelaide. It is anticipated that the trains will be built up to three services per week by the middle of 2011. The ore will be conveyed in containers.



Southern Shorthaul Railroad performed AC-traction validation testing on 6009 and 6010 for United Group over a number of days in late February, based out of Narrabri. On Monday 22 February 2010, 6010, 6002, 6005 and 6009 sit at Turravan, which is located between Narrabri and Gunnedah in north western NSW. 6009 and 6010 have new traction software fitted. It anticipated that all four of these 6000 Class locomotives will be allocated to QRNational Hunter Valley coal working.  
Photo by Ross Wall





ORDER TODAY!



All advertised prices end on the 31.05.10 or earlier if sold out.

P: 07-3804-1996

F: 07-3804-1997

WANT A FREE DVD?

ORDER DIRECT

www.trainpictures.com.au



## Boral Stone Train

See loading at Dunmore and follow the train's path to Sydney where unloading operations are observed at Enfield and Mascot. 11 classes of locomotives are shown.  
94M \$37.95 \$34.95 #TVSBSST

## The Footscray Local Tramways

An act empowering the Footscray Municipal Council to establish a tramway system was passed in Dec 1915. This DVD tells the story from opening in 1921 to closure in 1962.  
80M \$44.95 \$39.95 #EFTFLT

## Trains in Victoria - Volume 2

Covers the period 1997 to 1999 with local and interstate passenger and goods services covering most trains and operators of this period.  
120M \$39.95 \$34.95 #RTTIV2  
RTTIV1, 3, 4, 5 available same \$\$

## Just Victorian Trains

Locos & trains covered include: A, B, BL, C, EL, GM, H, N, NR, P, S, T, V, X, Y, 44, 81, 82 plus the Cargo Sprinter, Diesel Railcars, Sprinter and the XPT.  
60M \$29.95 \$19.95 #TPJVTDVD1

## Rail Victoria - The Changing 80's

Locos in the 'Blue & Gold' mix with colour schemes of V/Line, South Australia & New South Wales, it is all here! Truly a trip down memory lane. Digitally remastered. (2 DVD)  
115M \$34.95 \$29.95 #TPSER022D  
(Counts as 2 items for P&H charges)

## Kandos Cement and Mudgee Line

Round trip OPs between Cement Australia's distribution facilities in Sydney and the Kandos Cement Works at Kandos in the period 1996 to 2001 + 2009 update is included.  
99M \$37.95 \$34.95 #TSVKC

## Great Model Railroads - Vol. 64

The HO scale OC&E hauls freight as a bridge line using its own power and equipment from the Southern Pacific, the Great Northern and the Denver & Rio Grande - 2,000 freight cars & 150 locos.  
60M \$69.95 \$64.95 #GMR064  
GMR043 to 063 available same \$\$

## CSX and NS Through the Border States

Witness daily battles, as CSX and Norfolk Southern defiantly struggle against geography and surging traffic levels to link North and South!  
80M \$34.95 \$24.95 #GFCP105

## Canyon Sub

### The Feather River Canyon

UP & BNSF through the spectacular scenery of the Feather River Canyon between Oroville and Portola, California.  
90M \$44.95 \$34.95 #HBPFEAW

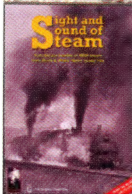
## Kemira Valley Coal

In 2007, PacNat took over all Bluescope rail operations and currently they operate B1 and 82 class on the Kemira Valley coal trains. Covers Ops 1996 - 2009.  
81M \$37.95 \$34.95 #TSVKVC



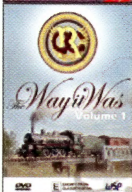
## Triple-Headers Across the Mountains

In the steam-era, conquering the grades, meant bank engines from Valley Heights & Lithgow plus the spectacle of locos working hard.  
66M \$34.95 \$33.00 #ACVTHATM



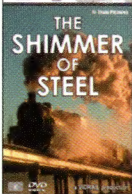
## Sight and Sound of Steam

If you are a steam enthusiast, this footage is probably about the closest thing you'll ever get to a time machine with ear shattering Garratts and screaming 38 whistles in action.  
55M \$39.95 \$34.95 #BVSASOS



## The Way It Was - Volume 1

This compilation from rare archival railway film collections shows the weird and wonderful, the gone but not forgotten, and the development of railway infrastructure.  
71M \$34.95 \$29.95 #WSPTWIW1



## The Shimmer of Steel

A celebration of the final years of steam in South Africa - the 1990's. The locomotive types and locations covered in this DVD are to numerous to even begin to list in this space.  
105M \$29.95 \$19.95 #TPD1034



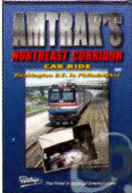
## Adventure Steam

In 1920 the arrival of the first Garratt loco on the Avontuur line heralded a new era for South African Railways. After re-gauging lines in Namibia, NG15s were brought to South Africa  
65M \$29.95 \$19.95 #TPD1032



## New Zealand Railscene - Vol. 61

Featuring December 2009 it covers recent activities of rail operation in New Zealand including Kiwirail, Tranz Scenic, mainline heritage and loads more.  
60 MIN \$39.95 \$34.95 #MNZR61



## Amtrak's N.East Corridor Cab Ride

Big picture windows of the AEM7 loco give a clear view of train meets at full throttle. With both trains doing 125 mph, the closing speeds are a thrilling 250 mph!  
85M \$49.95 \$29.95 #XNECABDVD



## Main Line Steam in New Zealand

New Zealand has become the country that can provide a selection of steam locomotives operating in spectacular scenery and operating conditions.  
62M \$24.95 \$19.95 #SBMLSNZ



## Thrash Three

For those who like entertainment that's noisy, varied and mildly bonkers... 1993 - 2009 with 155 locos from 18 different classes.  
80M \$49.95 \$44.95 #VIT3  
Thrash 1 & 2 same \$\$ #VIT1 & #VIT2



## Eurovisions No 1

### German Narrow Gauge Steam

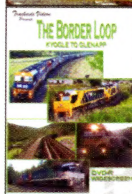
Features 10 different lines from the Saxony area around Dresden then moves on to the Harz mountain system then to the Baltic coast.  
93M \$49.95 \$44.95 #VIE1



## Rail Heritage

### Queensland 2009 Part 3

BB18&1/4 1089 on Steam Train Sunday, Carnival of Flowers, North Coast tour, AC16 221A on ARHS tours plus a preview of Q150 DVD.  
69M \$14.95 #TPRHQ20093



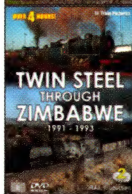
## The Border Loop

Follow trains traveling on both the 'down' & 'up' as we more from Kyogle to Glenapp. Loco classes seen in action include AN, CLP, CLF, DL, G, LDP, NR, 48 and 81.  
89M \$37.95 \$34.95 #TVSBL



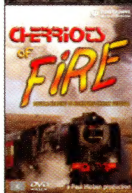
## NSW In Steam 2009 - Volume 3

The latter part of 2009 saw the unveiling of 3265, resplendent in its maroon livery. The locomotive was the key in most of the remaining steam tours for the year,  
70M \$34.95 \$33.00 #FNIS2009V3



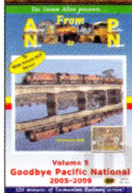
## Twin Steel Through Zimbabwe

Passenger and freight operations in Zimbabwe during 1991/92. These include action at Bulawayo loco shed, where the Beyer-Garratt reigned supreme. (2 DVD)  
250M \$34.95 \$29.95 #TPD1038  
(Counts as 2 items for P&H charges)



## Cherriots of Fire

The Ficksburg Cherry Festival train was double headed with a 25NC and a 15F. Chilly mornings made for a spectacular show, especially on the steep grade out of Bethlehem.  
85M \$29.95 \$19.95 #TPD1039



## From Australian National to Pacific National - Volume 5

GOODBYE PACIFIC NATIONAL 2005-2009 (2010) See all the action as PN exits the state.  
122M \$34.95 \$33.00 #TASPNDVD5  
Vol. 1, 2, 3 & 4 available same \$\$



## Shay Cab Ride - Roaring Camp 4

Ride in a 42-ton, two-truck Shay built in 1912. We took three cameras with us, one in the cab, one atop the fuel bunker, and one clamped above the steam cylinders. *Hold ON!*  
72M \$49.95 \$39.95 #XTSG10200



## Carry on Clagging 3 Steam Edition

A superb selection of shots shows everything from humble tank locos to the brand-new Tornado.  
80M \$49.95 \$44.95 #VICOC3SE  
Steam Edition 1 & 2 also available same \$\$ #VICOC1SE & #VICOC2SE



## Carry on Clagging 4

110-plus from 21 different classes, hard at work on Britain's private lines. We visit a number of railways and locations previously unseen in the series.  
90M \$49.95 \$44.95 #VICOC4  
1, 2 & 3 same \$\$ #VICOC1, 2 & 3



## American Train Engineer Hats

Pink or Blue, Adult & Child sizes. An ideal gift, even for the girls.  
Pink Adult - #TMENGHATP-A  
Pink Child - #TMENGHATP-C  
Blue Adult - #TMENGHATB-A  
Blue Child - #TMENGHATB-C  
\$24.95 \$19.95 each





About to disappear into Croom tunnel near Albion Park, 603 and 606 work 227 empty ballast Bombo-bound on Saturday 19 September 1982.  
Photo by Graham Cotterall



# 600's in N.S.W.



..... Battling the grade up the Illawarra escarpment west of  
..... Unanderra in the Wollongong suburbs, 2663 goods is hauled  
..... by 600 and 602 on Tuesday 31 May 1983.  
..... Photo by Colin Gray



Back in 1981, the New South Wales, Victorian and South Australian rail authorities came together to implement a through-working agreement to reduce the need to change motive power at state borders.



After a number of false starts, the SRA of NSW was able to accept four 600 Class on loan from Australian National's Peterborough Division in mid 1982 as part of an interworking agreement. What better way to deliver two of the units than to have them work the eastbound Indian Pacific between Peterborough and Sydney Terminal. 603 and 606 do not look out of place as they glide majestically downgrade from Athol (between Blayney and Newbridge) with W2 Express on Sunday 27 June 1982.  
Photo by Roger Renton



Departing Robertson on a warm Tuesday 15 January 1985, 601 and 602 haul a mixed load from Port Kembla to Moss Vale.  
Photo by Chris Nuthall



With the 422 class scheduled to work into Victoria, four 600 class were provided by Australian National to fill the void. Class-leader 600 was forwarded to Sydney arriving on 10 November 1981. It was then worked to Port Kembla to start a number of trials on the Port Kembla - Marulan South limestone trains. However, these trials were short-lived due to the need to return 600 back to South Australia urgently.

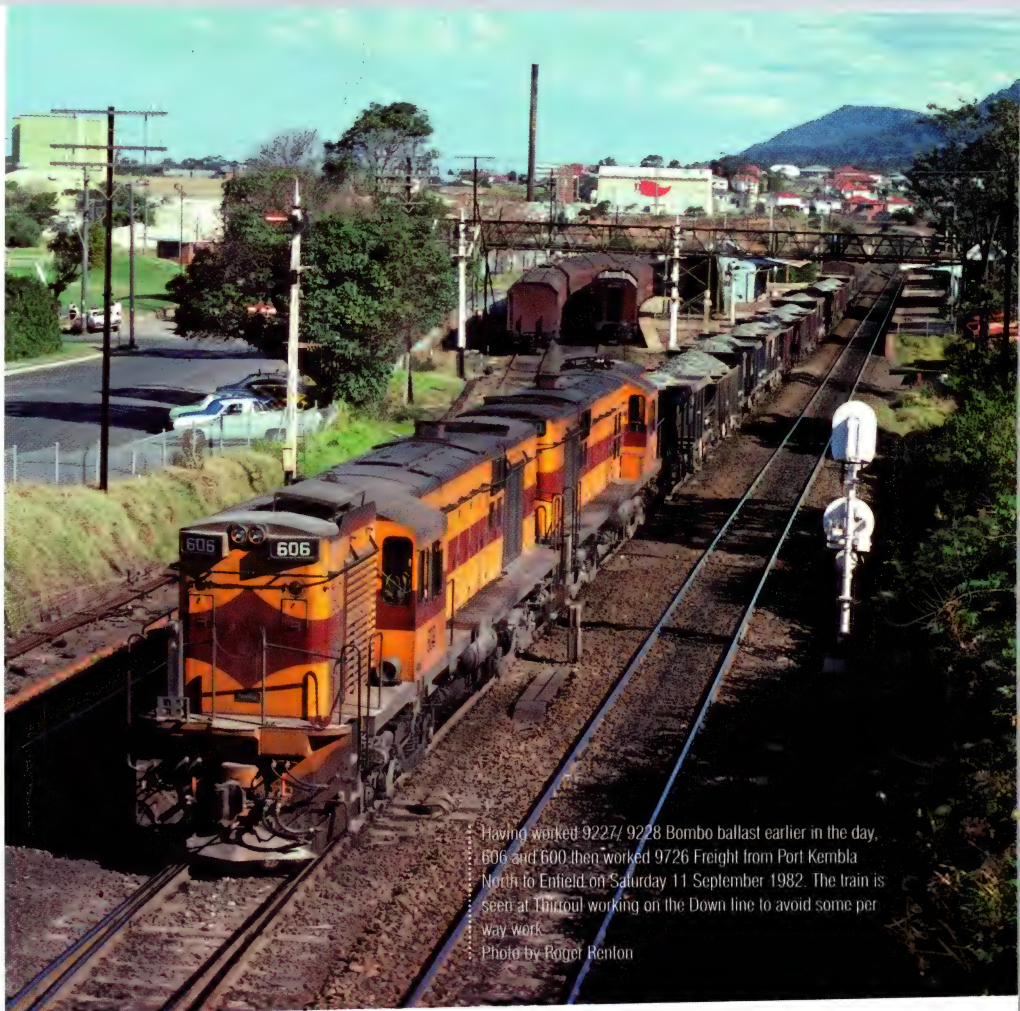
During 600's brief stay, a number of modifications were deemed necessary before the class would be permitted to operate in NSW. These modifications included fitting of electronic vigilance equipment, removal of ANR radio equipment, fitting of SRA seats, electrical modifications to suit NSW multiple unit operations, removal of brake pedestal cover, main reservoir air pipes to be provided on either side of the coupler at each end of the locomotive, removal of Aeroquip fuel tank fillers and fitting of NSW connections, provision of new sand box fillers on the corners of each side of both hoods, similar in style to those fitted on the 45 Class and fitting of B7-EL independent brake equipment.

On 24 February 1982, 603 arrived in Lithgow dead-attached to 8620 goods from Parkes, having worked the **Indian Pacific** from Broken Hill to Parkes. As the aforementioned modifications had not been carried out, it was promptly returned homeward on 25 February initially working 1521 goods to Orange with assistance from 4702 after 603 failed at Locksley. It was then conveyed dead to Broken Hill.

A number of months passed until 600 and 602 arrived hauling W2 the **Indian Pacific** on 5 May 1982. Later in May they were worked to Broadmeadow for further modifications prior to them commencing regular service out of the Port Kembla depot. On 27 June, they were joined by 603 and 606 which also arrived hauling the **Indian Pacific**.

Operating out of the Port Kembla depot, the 600's mainly worked in pairs to the Marulan South limestone quarry or either singly or in pairs to the quarries at Bombo or Dunmore-Shellharbour. It was not unusual for them to work into Sydney hauling steel product trains. Other duties they performed included trip trains between the various yards in the Wollongong area, coal shuttles to Bulli and Coalcliff and banking heavy steel trains bound for Melbourne up the Illawarra escapement to Summit Tank.

In late July 1983, 601 was swapped with 603 as it was required back in South Australia for a major overhaul and repaint, whilst 602 and 606 briefly returned to Peterborough SA for heavy repairs departing Sydney on 10 September 1984. 602 returned dead-attached behind 8009 and 8032 on 8526 goods



Having worked 9227/ 9228 Bombo ballast earlier in the day, 606 and 600 then worked 9726 Freight from Port Kembla North to Enfield on Saturday 11 September 1982. The train is seen at Thirlough working on the Down line to avoid some per way work.  
Photo by Roger Renton



between Broken Hill and Lithgow departing "The Hill" on 12 October 1984, thence behind 8607 to Enfield.

Departing Broken Hill on 17 October 1984, 606 trailed 8009 on 8520 goods to Parkes where it was detached; it was then forwarded to Orange behind 8036 on 8526 goods on 19 October 1984. 8012 then hauled

While allocated to Port Kembla, no job was too lowly for the 600 Class, and they could be rostered to such tasks as bank engines to Summit Tank, coal trains between Coal Cliff and Inner Harbour, and the local pick up freight which could run as far north as Waterfall and return. 601 is illustrated performing the latter task on Friday 12 October 1984 as it approaches Scarborough with 9319 Freight. 601 had been sent to NSW in July 1983, swapping with 603 which needed mechanical attention and was sent back to South Australia.  
Photo by Roger Renton



it to Lithgow on 8516 goods where 8615 and 8618 took over for the run down the mountain to Enfield.

By September 1985 with the arrival of sufficient 81 Class, the 600's were returned to South Australia ending this chapter of their working life.

602 and 601 were the first to depart Delec in Sydney on 9 September as part of the load of 1861 goods to Parkes. They then trailed 8038 on 1865 goods departing Parkes on 10 September to Broken Hill. 606 departed Sydney on 3 October 1985 attached to 1861 goods to Broken Hill whilst 600 followed a short time later after undergoing repairs at Cardiff workshops.

**References:** Peter Attenborough, *Diesel Profiles ALCO DL541 The New South Wales 45 and South Australia Railways 600 Classes*, Eveleigh Press, 1998

*Thanks to Graham Cotterall, Roger Renton and Brian Pycock*



At weekends the 600 Class were not always occupied performing their regular week day duties on Bombo ballast and South Marulan limestone trains, and a return trip to Enfield on general freights was often rostered. On Saturday 5 March 1983, 600 works north through the deep sandstone cuttings at Cawley Creek, between Helenburgh and Waterfall, with 9722 Freight.  
Photo by Roger Renton



Powering out of Thirroul yard on the Illawarra line, 602 lift 9724 goods, a load of plate steel on the afternoon of Wednesday 4 May 1983.  
Photo by Colin Gray



Passing the famed Bombo beach just north of Kiama, 606 and 601 accelerate away from Bombo with 206 ballast, it's destination, Port Kembla on Wednesday 18 July 1984.  
Photo by Leon Batman

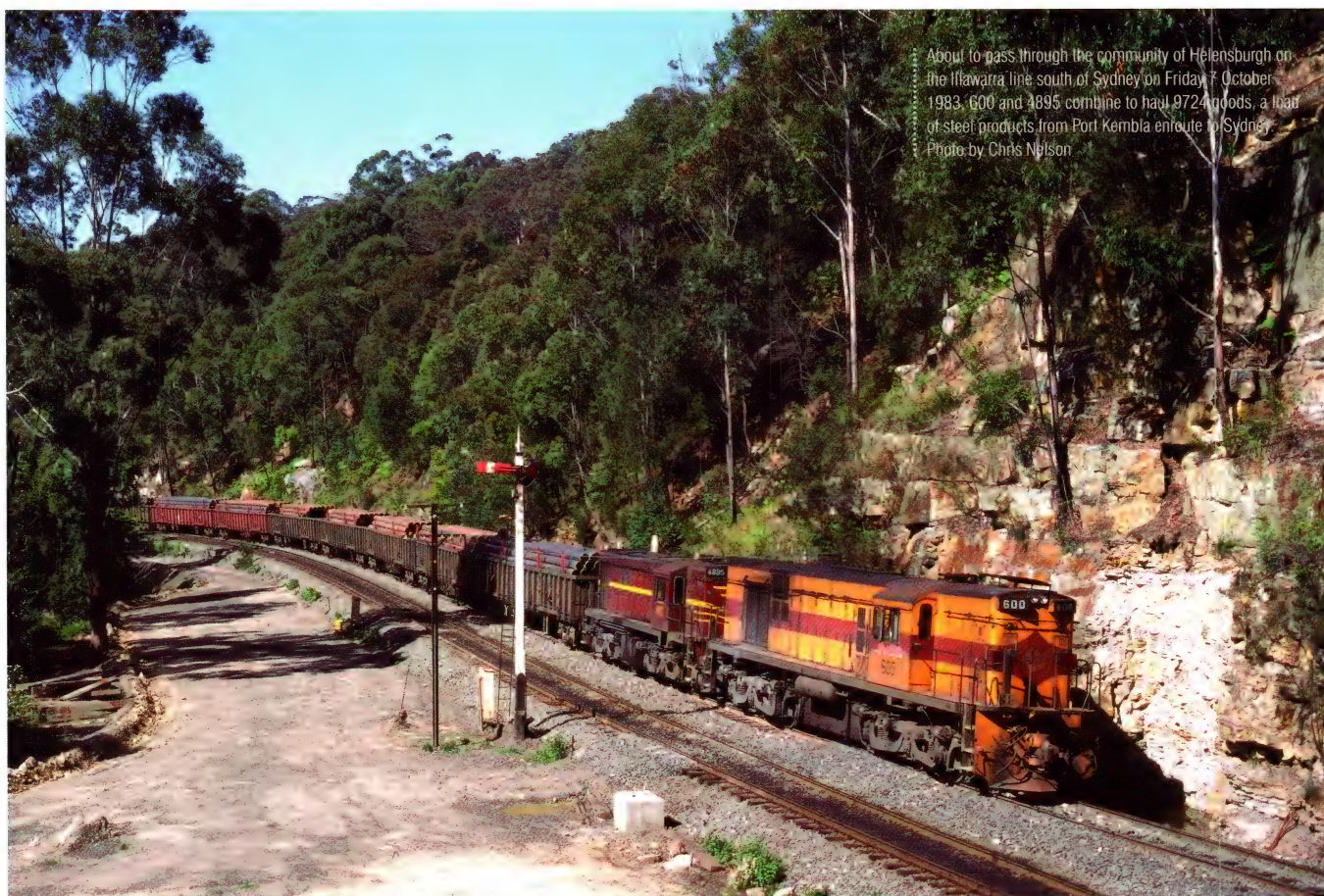


About to pass under the Bankstown line at Meeks Road Junction, 600 and 602 haul 9722 empty coal from Port Kembla to Enfield yard on Thursday 20 May 1982. In the background, an XPT pokes it's nose out of the maintenance centre. At the time, this was an unusual movement involving the 600 class.  
Photo by Brian Pycock





Staggering out near Coal Cliff on Saturday 6 August 1983.  
602 and 606 haul 718 goods ex Port Kembla enroute to  
Enfield yard in Sydney.  
Photo by Graham Cotterall



About to pass through the community of Helensburgh on  
the Illawarra line south of Sydney on Friday 7 October  
1983. 600 and 4895 combine to haul 9724 goods, a load  
of steel products from Port Kembla enroute to Sydney.  
Photo by Chris Nelson





Standing on the crossing loop at Robertson, 602 and 600 working 2663 goods await the arrival of 8044 and 8028 working a loaded coal on Friday 4 January 1985.  
Photo by Graham Colterall



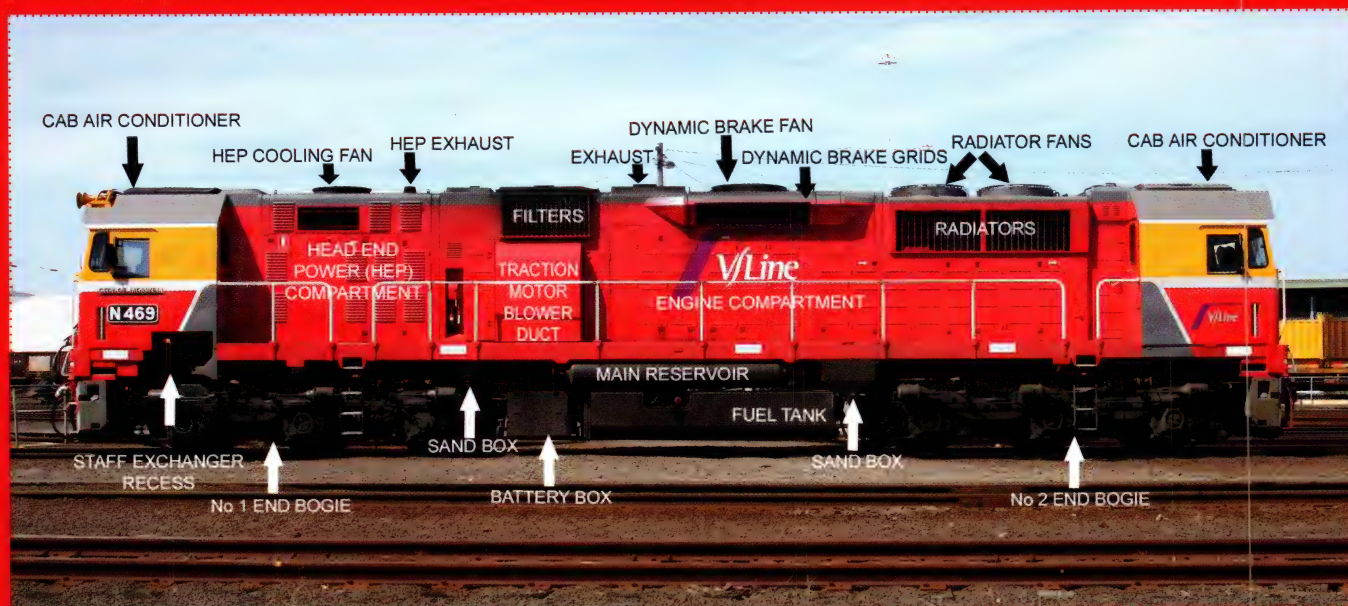
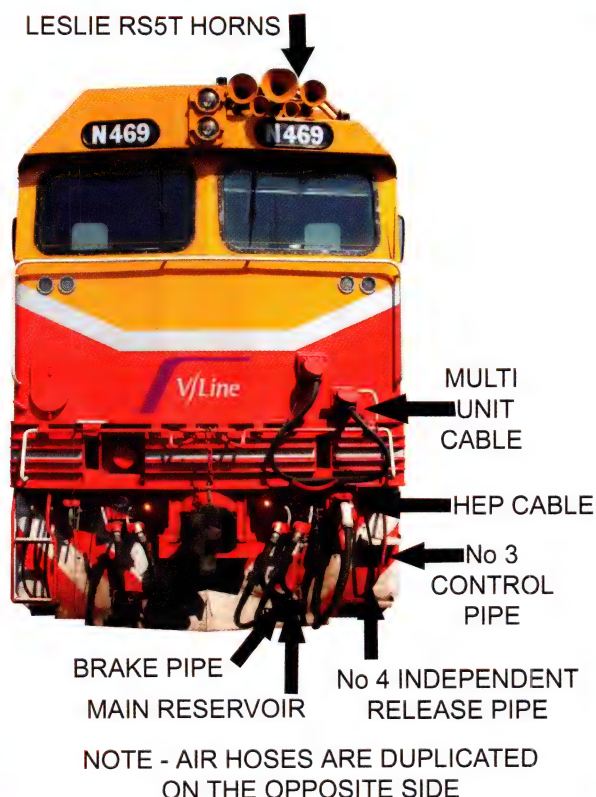
An impending storm approaches Bogan Gate in central-western New South Wales as 1865 goods stands on the crossing loop awaiting the arrival of the eastbound Silver City Comet on Tuesday 10 September 1985. 602 and 601 were being returned to South Australia behind 8038.  
Photo by Brian Pycock



# N Class

## Vital Statistics

Length: ..... 20m  
 Width: ..... 3.12m  
 Height: ..... 4.26m  
 Weight: ..... 124tonnes  
 Build: ..... 1985-87  
 Fuel Oil: ..... 6800 litres  
 Lubricating: ..... Oil 625 litres  
 Cooling Water: ..... 682 litres  
 Sand: ..... 0.45 cubic mt  
 Tractive Effort: ..... @ 25% adhesion 304kN  
 Tractive Effort: ..... Rated 253kN  
 Maximum Speed: ..... 115km/h  
 Engine: ..... GM 12/645E3B or E3C  
 Rated Power: ..... 1840/1680kW  
 Cylinders: ..... (12) 230mm bore x 254mm stroke  
 Engine Speed: ..... 300 to 904 RPM  
 Engine Low Idle ..... Speed: 235 RPM  
 Main Alternator: ..... type AR10  
 Constant Voltage ..... 74 volts  
 Traction Motors: ..... (6) type EMD D43 or D77  
 Gear Ratio: ..... 71.18  
 Air Compressor: .. Gardner Denver WBO 2 stage  
 Cylinders: ..... (3) water cooled





# RCKF Coil Steel Wagon

*Text and images by Chris Jones*

Class:	RCKF	Owner:	Pacific National
Type:	Coil Steel	Build Date:	1966
Number in Class:	35	Modified Date:	2003
Number Series:	1-87 (Various)	Length:	12.3m
Previous Class:	RCSF	Tare:	22t
Bogie Type:	Class E, 70t	Gross:	92t

## History

Required to carry rolled coil steel, the Victorian Railways (VR) constructed a total of 90 CSX wagons. Wagons 1-30 were built at Newport in 1966 from steam tender underframes, and wagons 31-90 were built new at Ballarat in 1972. Each wagon had five cradles for carrying coils.

To protect the coil rolls, the wagons were fitted with large steel hoops and bulkheads at each end to allow a tarpaulin to cover the load. With the introduction of the four letter code, these wagons were reclassified as VFSX, and in the late 1980s they became VCSX, with the 'C' denoting the wagon purpose as 'Coil' steel. The wagons were primarily loaded at Hastings in Victoria.

With the formation of National Rail (NRC) the majority of the VCSX wagons were transferred from Vline, and were recoded RCSX in 1994. At this stage they retained their 50t bogies, and tarpaulin hoops and bulkheads. In 1995, upgrades began which included fitting 70t standard gauge 'Barber' bogies, and removing the tarpaulin hoops and bulkheads. When 70t bogies were fitted, the code was changed to RCSF and they were being primarily loaded out of Port Kembla in New South Wales. During the upgrades, many RCSF wagons were painted NRC grey, some with orange striping, but others remained in red V/Line livery with a basic databoard change. To protect the load,

tarpaulins were simply pulled over the load, resting on the top of the steel coils.

In 2003, the smaller coils commonly loaded on RCSF wagons were being loaded into coil containers which provided better protection. The RCSF was too short to carry two coil containers, so RCAF 'Jumbo' coil wagons were converted to container wagons to carry coil containers, and some RCSF coil wagons were converted to carry 'Jumbo' coils. Approximately 25 RCSF wagons remain in active service.

## Description:

The RCKF was first introduced in 2003, with many more being converted in 2004. The modified RCSF wagons had all but the middle cradle removed and a 'Jumbo' cradle fitted on each end. The side sills had been tapered from the middle cradle down to the deck height to allow removal of the old cradles and facilitate easier loading. Each RCKF can carry two 'Jumbo' coils.

The majority of RCKF conversion were painted light grey. Some had the entire side sill painted, while others only had the top half of the side sill painted. RCKF 18 had the top half painted red, and RCKF 61 had very little paint applied and managed to retain the V/Line logo until it was painted yellow in 2009. Other RCKF wagons have received yellow side sills

(bottom half only) in 2009 and 2010 as Pacific National continues to paint wagons sides to improve visibility.

Some RCKF wagons are fitted with Barber bogies, while others are fitted with Ride Control bogies.

'Jumbo' coil refers to very large rolls of steel, produced at Bluescope Port Kembla. An example of a 'Jumbo' coil is as follows:

- 27.78 tonnes
- 1856mm Outer Diameter
- 1550mm width
- 1.1mm thickness, rolled 50 times!

## Operations:

'Jumbo' coil from Port Kembla generally runs to Acacia Ridge (QLD), Forrestfield (WA) and Somerton (VIC) either for further distribution or to be further manufactured. The wagons travel on most Pacific National Steelink services, and commonly on NY3, PW4, XW4, WX2, and WP2.

More RCKF wagons operate south and west of Port Kembla with coil, as they are true 'coil only' wagons. 'Jumbo' coil to Acacia Ridge is more likely to travel on wagons modified to carry a scrap steel container between cradles, as scrap steel from Victoria is carried in open top containers on 40ft container flats.





**Top** RCKF 60Y on PW4 at Moss Vale station on 17 October 2009. This RCKF has been painted all over grey.

**Centre** RCSF 88L on NY3 at Goulburn on 17 March 2006. This RCSF gives a clear indication of what has been removed when modified. It carries four small coils bound for Western Australia.



**Above** A 'Jumbo' coil weighing 27.78t sitting on RCKF 24S at Goulburn on 14 November 2009. This coil was destined for Tyco Water at Kwinana WA.





The six roads which make up the North Sydney Car Sidings at Lavender Bay can be seen in this view taken late on the afternoon of Wednesday 3 February 2010. G513 at the head of loaded spoil wagons is standing on No 1 Siding, and adjacent B61 is standing on No 3 Siding with a number of ballast hoppers. T363 can be seen sitting at the rear of No 1 Siding with the backend of the spoil train.  
Photo by Jason Ferguson

# SSR at Work on Sydney's North Shore

By David Shield

I like working for Southern Shorthaul Railroad.

I like the blokes I work with.

I like working at night, (though I am not much good at sleeping during the day).  
And, I like the opportunity to work in a wide variety of places on the rail network.

So, I am up for tonight's shift.



I am passenger with five other train crew to North Sydney Car Sidings at Lavender Bay, to prepare and shunt M256/M258 to the mainline at North Sydney, then return our train of loaded spoil wagons and empty ballast wagons to Chullora MTS Yard. Simple and straight forward, right?

Most of the other rostered crew are already at Chullora when I arrive right on time at 21.00. They are arranging their work bags, talking and as it turns out, waiting for Graeme. Graeme is the man holding the breathalyser unit and he is ready to test us all as we sign on duty. We all pass the mandatory test and sign our respective forms. Tonight I am working with Graeme, our senior driver/trainer. We have worked together many, many times and feel quite at home together on a loco. Graeme has a lifetime of train driving experience and has taught me to drive locos as well as how to run and handle a train. He is very experienced in every facet of train driving as well as relationship management with our customers.

We arrange to travel in two cars to North Sydney. Fitzzy drives while Fat Cat helps, I lazily rest in the back seat. Soon enough we are dropping down through unfamiliar, steep, narrow streets to the water at Lavender Bay. It's raining lightly as I open the gate to the rail corridor. We drive in and park near the office. As we do I am quite astounded by the appearance of our train. I had been advised by the outgoing crew that all was ready. Twelve wagons of loaded spoil, all with handbrakes fully applied, locos in position, with part one of our train located on the foot of the grade and the rest of the ballast wagons and loco ready in the siding precinct. It sounded correct, but now I see our train I can't understand how the marshalling is supposed to work. We have six loaded spoil wagons on the leading end, followed by G513 and T363 in the middle of the consist, followed by six more loaded spoil wagons.

My first reaction is how bizarre, but this marshalling obviously has something to do with the complicated shunting movements that need to occur at Waverton at the top of the hill, where we will have to shunt into and out of the shunting neck and back onto the Down Main. The shunting neck at Waverton is only long enough to take an 8 car suburban electric train.

The Traffic Officer is in the office talking with the signaller by phone. So I sidle by, hoping to pick up more information about the train marshalling and shunt order. There is plenty of talk but nothing that helps me improve my understanding. Then I have an idea. I'll start taking the details of our wagons for the manifest. This gives me something to do. I'll come back to the shunt details later when the senior guys have a chance to liaise with our Traffic Officer. Things are bound to be clearer then.

Back to the loco where I am advised that Fitzzy wants to work with Graeme tonight so he can drive over the road as a refresher. No worries, I set my sights on Fat Cat on T363. We don't often work together as we are of similar standing and experience, but tonight we can have a go jointly and enjoy the opportunity.

Following more advice from the Traffic Officer and the other guys I now have the shunt order in my mind. The leading six wagons and the G Class will form the rear of our train once we shunt out onto the mainline. The T Class will propel our six wagons onto the six other spoil wagons in front of the G Class load. B65 will then propel twelve ballast wagons onto the rest of the load and lead us to Hornsby. We are to operate with our locomotives mid-consist tonight, with B65 leading twelve wagons, then T363, then twelve loaded spoil wagons and G513 in the rear - nifty way to run a train.

With Luna Park and the Sydney Harbour Bridge in the background, T363 is parked just short of the stop block on No. 1 Siding on the afternoon of Wednesday 3 February 2010.  
Photo by Jason Ferguson







With the rear of his spoil train adjacent to the eastern portal of Lavender Bay Tunnel, T363 sits on a rake of spoil wagons in the process of being loaded on Wednesday 3 February 2010. Photo by Dave Shield

As I start again on the Consist Form I have to think clearly what I need to do. The order of wagons will change once we shunt out onto the mainline at Waverton, and, it is the order of wagons on the mainline that my Consist Form has to reflect. So, up to G513 and I start writing the Consist Form with the wagon immediately in front of the loco as the last wagon of the train. I write details of these six wagons into my book, then walk to the last wagon behind T363, this will become the trailing wagon catching onto the last portion on the mainline. Complex, but it's all part of my job.

I combine several jobs into one by knocking off all the handbrakes as I go past and then giving Rossco a continuity check when I am at the leading wagon. I repeat this exercise with Fat Cat on his portion of the train, noting that I must be getting fit with all this physical activity.

Luckily Fitzzy is attending to the Consist Form for all the ballast wagons, so we arrange to meet in the office to combine our two sets of information into one Consist Form. While we are doing the administration, all our locos are prepared and started up by the other crew members.

As Fitzzy will take out the lead portion of the train, his Consist Form can start from the existing lead truck. Whew, lucky him. Soon enough we rendezvous in the office and I begin to read him each wagon number, weight and length, which he adds to the correct line on our Consist Form. Now we are up to the calculations. Both of us have left our pocket calculators in our work kit on the locos so we initiate the mental arithmetic method. Twenty four lines of numbers to two decimal places to add up and not a whole number in sight. Ever tried this late at night? Take my advice and always carry a calculator. Soon Fitzzy and I are

happy with our Consist Form and are ready to fax our sheet to Goods Control. We locate the fax machine nearby and ponder for a moment whether it is face up or face down. Fitzzy takes an educated guess and hits the send button. Next he rings Goods to make sure our form has been received and all is correct.

Fitzzy and I leave the office and go to our respective locos. I distribute a copy of the Consist Form to Rossco and Stapo and pass one to Fat Cat as well so each crew has a copy in their loco. All is in order and we are ready to depart. All crew involved in the shunt and the two Traffic Officers have radios tuned to the same frequency so all involved can be aware of the instructions.

At 23.45 Stapo gives a genteel tug on G513's whistle and the Leslie's give a strident, but then, muffled response, as if someone is choking the life out of them. I reckon they were pretty loud though, what will the neighbours think? But then again, what are whistles for?

We are all trying to keep the noise down, but 912 tonnes of dead weight on a one in fifty grade takes a bit of throttle to nudge along. G513 has things in hand now and we advance slowly towards the tunnel. Originally double tracked it now hosts only a single track, but I notice this is about the tallest tunnel I have ever encountered. At 310 metres long and with several curves it seems to take forever at our modest speed to be clear. Once we are moving we travel very close to many houses of the elite suburb of McMahons Point. Still keeping the noise down we progress towards Waverton on the constant one in fifty grade.

The first heavy raindrops appear on our windscreens, then, sure enough, down they come - more heavy Sydney summer rain. At exactly





B65 rests in No 4 Siding between jobs on Wednesday 3 February 2010. The area to the right of the locomotive is the location of a passenger platform that closed in 1932 following the opening of the Sydney Harbour Bridge.  
Photo by Jason Ferguson



B64 sits on its rake of ballast hoppers in No 3 Siding at Lavender Bay on Wednesday 3 February 2010. The North Sydney Car Sidings at Lavender Bay are used to store up to six 8-car double-deck suburban trains during the day.  
Photo by Jason Ferguson





Locomotives B61 and B65, both of which commenced service with the Victorian Railways in 1952, sit adjacent to each other on the shores of Lavender Bay on Wednesday 3 February 2010. Photo by Jason Ferguson.

midnight we pull up at NS301 Home Signal just short of Waverton platform. I advise Fat Cat to cut in his brake pedestal and apply his brakes as I uncouple the G Class. The G Class then pushes the six wagons into the short neck while I climb back into T363 and dry off.

Soon it's our turn, the Traffic Officer and Signaller advise we are required to pass the signal at Stop, so Fat Cat and I do the formalities and the T Class bursts into life as only a T can, and we accelerate our 456 tonnes off the one in fifty grade into the short neck at Waverton Station. Again we are advised we need to pass the protecting signal at Stop, so we can propel down onto the spoil trucks in the North Sydney tunnel. Fat Cat propels our load under orders from the Traffic Officer but then I take over the shunt and couple up to the G Class load. While we are completing these tasks the Traffic Officer has walked back to NS310 where by now B65 is standing with its load of twelve empty ballast hoppers. To complete the shunt the first six hoppers are cut off and run into the short neck then propelled onto the T Class, then this process is repeated for the second six ballast hoppers and finally our train is made up. After doing the appropriate continuity checks the brake pipe air is confirmed as being intact throughout the train. We are given the right of way by the signaller at 01.15 and immediately Fitzy requests over the radio all units to power. We comply and the train accelerates nicely and predictably up the mainline still on the one in fifty grade. At St Leonards Fitzy radios for assistant locos to back off. Before Artarmon he is requesting power again and all units roar into life. Now this is a great way to experience a shift, three GM two stroke units on the North Shore line on heavy tonnage. All we can hear is the incredibly loud exhaust from the T as we are long end leading, but, it's the song I like to hear. At Roseville Fitzy is calling us off again, but this is only for a moderate time before he needs assistance again just between Lindfield and Killara. But this time it is only moderate power until we are through

Gordon and on the heavy grade again. Our song is finally sung as we roll over the top of the grade at Wahroonga, where Fitzy and the old B reckon they can handle the load alone into Hornsby. We roll through Hornsby Number 2 platform at 01.46. It's been a half hour of delightful GM chant as we traverse an unusual location for a heavy freight train.

Now at 01.48 we have the road and Rosco and Stapo on G513 cut in their brake pedestal and take control of our train. As we depart Hornsby Fat Cat and I share a word or two about what we think their plan is to take the train down the hill. Make no bones about it, it takes skill to take a heavy freight train down the hill. But they have all the benefits of the 26L brake valve and the dynamic brake. Both Fat Cat and I comment about the trip in detail and how we would have done the hill, but, the reality is that Rosco and Stapo do a good job taking us down the long grade. On T363, Fat Cat and I experience a quiet ride, with just a little bogie hunting – no doubt due to the two axle Bo-Bo construction of our bogies.

With a level of disdain we traverse the turnouts at Rhodes and move over to the freight only line to Chullora MTS where we arrive intact and in good humour at 02.40. We divert off the Goods Lines at Chullora Junction and enter the yard via 'Y' frame, we run down Two Road and Stapo and Rosco run up the hill towards the weighbridge. Tony, the RailCorp shunter, cuts off the T Class and we go ahead light engine into Four Road clear, next he cuts off the B Class and attaches to us. Together T363 and B65 roll down the length of the empty road and then are put away in Ten Road. Each crew stables and checks their loco.

While we are stabling our locos Rosco and Stapo begin to shunt the empty wagons out of the spoil sidings preparatory to the full wagons being placed in the sidings for emptying.

Normally this would be game over for the rest of us, but as we had left two cars at Lavender Bay at the commencement of our shift, it was another drive to Lavender Bay to return them to Chullora.



## SSR Information

During February RailCorp undertook rehabilitation works to the rail formation inside Lavender Bay tunnel. The tunnel was opened to traffic on 1 May 1893 and is 310 metres long. Originally double track, it now is single track placed on the Down side of the tunnel. This line From Waverton to Lavender Bay was the original mainline. It formerly terminated at the Milsons Point ferry wharf, but from 1924 was shortened by several hundred metres to the Lavender Bay precinct, to allow construction of the northern pylon of the Harbour Bridge.

Currently the North Sydney Car Sidings consist of six storage roads which provide daytime storage for electric car sets. The flat land forming the storage area was originally quarried from a sandstone belt to provide rail access to the site. While the site remains quite narrow, the resultant sheer cliff has been utilised as a unique vantage point to build a significant number of very large, high rise commercial and residential buildings. Consequently these buildings are very adjacent to the rail corridor and also to Luna Park (not to mention the fabulous views of the Harbour and Bridge). Over the years the local residents have been successful in gaining noise abatement decisions in their favour against Luna Park and are very quick to initiate action to protect their environment from noise intrusion.

Over the week of 1 to 7 February 2010, SSR operated five trains from Chullora to Lavender Bay on behalf of RailCorp. These trains conveyed new ballast, Gaudion baskets and empty spoil wagons. Each day four work trains were rostered to assist with the

tunnel trackwork. Spoil wagons were loaded with spent ballast from the tunnel and new ballast was laid prior to the rail being replaced.

The Gaudion baskets had been made at Chullora and were unloaded near the wharf at Lavender Bay. They were utilised to build a retaining wall between the rail line and the pathway just short of the water's edge.

The movement of SSR locos and RailCorp rollingstock recorded in this article was undertaken on the night of Thursday 4 February 2010 as M256/M258 hauled by B65 leading, T363 in the consist and G513 trailing ex Waverton. G513 led the train on departure from Hornsby.

M256/M258 departed Waverton as 371 metres in length, including locos, 1152 tonnes for twenty four wagons. The train had 4.6 horsepower to move each tonne of weight.

SSR locos involved in the operation over the week were G513, G514, B61, B65 and T363. B61 remained on site at Lavender Bay over the final weekend to perform signal testing before the track was handed back as fully operational.

Many SSR crews were rostered for duty during the trackwork program. I would like to thank Graeme Shipley, Paul Stapleton, Paul Fitzgerald, Jason Connelly and Ross Wall for allowing their actions to be recorded on the night in question. Also I thank Jason Ferguson and Milton Bromwich, the Directors of SSR, for permission to write about their company, employees and loco assets in such detail.



An interesting view from the Assistant Driver's side of the cab of B65 looking at SSR Driver Craig Wallis in G513 as he controls a combined ballast and spoil train inside Lavender Bay Tunnel on the afternoon of Tuesday 2 February 2010. The train is making its way down the hill into the North Sydney Car Sidings at Lavender Bay.

Photo by Ross Wall



# TUSCAN on Silver Strips



**‘How 4204  
found it’s  
way back on  
NSW main  
line metals’**

Prior to the commencement of restoration, 4204 rests with 3237 at Cowra loco in June 2008. The loco was still bearing 1960’s modifications with nose grab irons, added strip around the nose door and horizontal head lights

*Essay and images by Bernie Baker*





**4204** was fourth unit of a fifth order for streamliners to emerge from Clyde Engineering's Granville factory. First off the factory floor was the Commonwealth Railways ML1 model (GM1 – GM11). The Victorian Railways then purchased 26 locomotives of the Dick Dilworth designed cab with their order for double ended ML2's (B60 – B85) in 1952 and were indeed the first to get six axles with six traction motors (after EMD said 'no can do at this stage'). The third order was for six 5' 6" gauge ML3 models, which were shipped off to Pakistan in mid 1955. The Pakistan locomotives were the last of the 'ML' model designation and the 'A' models would now be introduced. With six tractions motors now available the Commonwealth Railways (CR) came back for more and ordered the new A7 model. CR designated these locomotives the GM12 Class and these units were numbered from GM12 to GM29. NSWGR was next to jump onto the band wagon and ordered six of the tuscan painted 42 Class. Following the 42 Class order, Victorian Railways was next in 1957 with the order for the S Class (further orders for the GM's would follow, however GM30 – GM47 were called the A16 model).

It was autumn in 1956 when 4204 was driven out of Clyde Engineering's Granville premises and onto New South Wales metals. Unlike the S and the GM Classes, the 42's were retired early. 4204 was the last of its class to remain in government service – it was

Close but no cigar! Try as hard as you want but if you want to run preserved locomotives on the main line, up to date requirements are required including the Countrynet radio antenna on the roof of 4204 photographed at Goulburn on it's delivery run to Sydney. The number boards were made by the SRA during a refurbishment and the font resembles that used by Goodwin-ALCo. These will eventually be exchanged for the original style. The headlights have also been restored to as delivered condition – that being vertical.



There was no doubt that the 13 of February 2010 was for the EMD fans. For the ALCo stalwarts, I have included this image of 4204 sharing the Eveleigh stables with 4473. This was no big deal 30 years ago.





withdrawn from traffic with the NSW State Rail Authority on 10 November 1983. In late 1983, the locomotive was acquired by the Lachlan Valley Railway Society (LVRS) and its career then on the branchlines out of Cowra was spasmodic and saw little service. In the 2000's, 4204's 122 tonnes mass would become an issue and restrictions were placed on the unit being used on the Blayney-Cowra-Demondrille section of track. Permission would be given to move the unit out of Cowra as a one-off movement, but it would not be allowed to return and this had to be done with only just enough fuel to move it one way. Although the Cowra-Blayney section of track had been "mothballed" a number of years, the track access provider decided in 2009 that the branch between Cowra and Demondrille on the main south would be closed. This in turn forced LVRS to move 4204 along with all roadworthy locomotives, railmotors and passenger cars out of Cowra. Restoring 4204 to its former glory had commenced at Cowra before it was moved. Restoration had started with a cut and polish and while this was working well on the driver's side - the fireman's side was beyond polishing as this was the side that bore the brunt of inclement weather. This combined with rust that was appearing around the cab made the decision easy that more than polish would be required. This being the case, LVRS would go the whole hog and make further changes to its appearance.

The nose grab irons were first to go, followed by a strip that had been fitted around the nose door edge. This strip became a great holder of water and in turn caused rust in that area. Removing these items would give 4204 a pre 1960's look. Midway through the restoration LVRS and with the imminent closure of the Demondrille to Cowra section of line, thanks to the generosity of Sutherlands Transport at Cootamundra the A7 would have its restoration completed there. The area included a lockable compound and a shed to park the unit in. So, after several years 4204 had found itself on the South once again. While at Cootamundra the standard NSW CountryNet satellite radio was fitted which would enable it to lead on the ARTC and RailCorp networks. Since 4204 went to Cowra, the territory it once ran on had changed dramatically. Semaphore signals had all but disappeared, the Spirit of Progress, Southern Aurora and Intercapital Daylight were well and truly gone and every class of locomotive it would have worked with had passed into private hands, big and small, commercially and preserved. Case in point was its first run to Sydney since the 1980's. The reason for its trip to Sydney was the need to replace No 5 traction motor. This problem had deemed the locomotive unserviceable years prior. With the cosmetic restoration complete and the electrical and mechanical repairs carried out, it was ready for the trip from Cootamundra

to Sydney. To get it to Sydney on Tuesday 24 November 2009, CFCLA's HL203 (the locomotive formally known as 42203) would be used to assist. When was the last time a 42 lead a 422 out of Coota? I was rostered on with Steve Pracy this day which meant an early start at Juneee. The now freshly painted, HL203 and two CFCLA hopper wagons got away from Juneee yard as 3258 Freight. By the time we arrived at Cootamundra, LVRS's loco genius, John Mackie Junior, had the A7 started and ready to roll and since it had to run off line, that's all it would do, roll. But who cares, after all when was the last time a 42 lead a 422 on the main south? Even though we only had two wagons in tow, it was still a train. On 4204's nose was an original set of Nathan P5's horns that needed serious work and this issue would be resolved in January. We had the billy, milk, water and coffee but alas, the hot plate was defective. No matter, a 600 mm buddy of Coke would do until Goulburn. Things would change at Goulburn where the two ballast hoppers would be removed and we become a light engine, this in turn changed our train number to D258. Following the shunt, well known photographer and CFCLA's Graham Cotterall had brought us down a Macca's breakfast that included a cappuccino - finally a caffeine fix! Another well know photographer, Leon Oberg, was also there to capture this historic moment where a tuscan liveried 42 Class graced the overgrown Goulburn yard. We departed



Three A7's lead 44204 as they wait for the stick on a spoil train to Casula at Chullora on January 8. It was during this run that the plan was hatched to ask SSR for S317 to join the 42 and GM10 for the trip north in February.



Regardless of the modern but necessary intrusion in the cab of the Countrynet sat phone, there is now a tuscan 42 class available for main line service. With 74 volt dash lights illuminating the cab, 4204 passes a warm summers night away waiting for the 0430 departure for Casula at Chullora on January 8.



That nose design from EMD La Grange, begs for curves in the paint. Even in the new millennium Auscision painted B65 doesn't look out of place with that Santa Fe design on 4204.





A short blast on those new Nathan P5's on the nose would wail through Chullora in what seemed like forever at 0400 in the morning.



Goulburn at 1009hrs finally arriving at Chullora at 1315hrs. The HL was then detached at the Sydney Freight Terminal for Pacific National to haul it to Adelaide. As 4204's ground relays would occur at high amps this meant it could still move under its own power (albeit in the lower throttle notches) into the UGL Rail Fleet Services Chullora facility and that it did, straight over the drop pit. Following the traction motor change, 7 January would be 4204's next trip. The next journey involved a light engine trial to Hornsby with SSR's GM22 and GM27. It passed with flying colours as the new No 5 traction motor performed as good as the other five. Following the trial the A7 would lead a spoil train to Casula the next morning with the same two GM's with 44204 added as the fourth unit and the train number was M567. In between the Hornsby and Casula jobs the opportunity was taken to replace the half working Nathans with a brand new set I had at home. My wife Trish was happy as these were finally out of the house. You could imagine how impressed she was when I brought back a set that needs work! During the Hornsby and Casula jobs, LVRS Chairman Tony Healey and I were discussing some details for 4204's relaunch trip to Dungog on the 13 February 2010. The trip was planned with GM10 but what if we could take another SSR streamliner with us, say S317. The reason - a trip with a streamliner from each

state. Such a combination had never been run before. The idea was run by SSR director and driver Jason Ferguson, who agreed to its use. The side effect was that this change slightly overshadowed the whole reason for the trip and that being 4204's relaunch! Nonetheless, the train was booked out with passengers.

The morning of 13 February 2010 started out gloomy and pretty much stayed that way all day. As Jason Ferguson and I were running the first leg of this tour we had to be at Eveleigh early. By the time we had got there all three streamliners were running. The train was then put together and a brake test carried out. Candy painted 4701 hauled the nine cars and three locomotives over to Platform 1 at Central Station. How befitting for a locomotive relaunch, especially one where the gloss paint reflected all that surrounded this historic A7 model. Jason and myself ran train 8L30 to Broadmeadow. On board was loco inspector Bob Gibson while James Gray kept an eye on performance. Second unit GM10 shut down a couple of times with ground relays but no alarms came up on 4204 - James had this sorted at Gosford. By the time we arrived at Broadmeadow Bob, Jason and I had all had a go at the wheel. We were relieved there and another two crew changes would occur before the train would arrive back at Central late that night. There are many people to thank for 4204's return to service journey to Dungog,

including several LVRS members, Southern Shorthaul Railroad and 3801 Limited.

The 42 Class is a cross between an early GM Class and the S Class. External appearance resembles the VR S Class with its dynamic brake arrangement and side grills as well as the hostlers end and side windows. In the cab the controller is what you would find in a VR B or GM 1 - GM21. This is the drum type controller where on one side you have the throttle lever while on the other is the selector lever. This selector lever also doubles as the dynamic brake lever. The ride 4204 offered is similar to the GM1 Class in that it rolls out of curves gently. The ride at 100 km/h is very good, and surpasses many modern locomotives.

At some stage 4204 was fitted with a start panel in the cab that also includes the isolation switch and warning lights when a certain failure occurs. Creature comforts include the original horse hair seats that don't recline, masonite fold down visors (these were tight and did not fall down en-route like some). The engine room door doesn't fly open when in Notch 8 and cab noise was acceptable, although with both cab windows down you had to yell. The cab is finished in apple green while Chevrolet window winders are still the order of the day.

If you wish to know more about all the ML and A model locomotives, I recommend Peter Bermingham's 'The ML2 Story' and 'The A7 Era'.



# Dinosaurs at Work

## on the Broad Gauge

*In* contrast to the 2007/2008 grain season, when El Zorro last ran broad gauge services for AWB and “heritage” locomotives in a rainbow of liveries were used (CFCLA, SSR, former V/Line passenger, Steamrail “Louisville & Nashville” and VR), this season returned to the 1970s with full Victorian Railway-liveried locomotive consists used on many occasions. The odd El Zorro-liveried Y class and CFCLA T class did feature now and then, but the Seymour Railway Heritage Centre S, B and two T class stole the show, along with R707 Operations T413.

The season started in mid-December 2009 with a couple of trips to Woorinen, just north of Swan Hill, followed (to date) by trips to Nullawil and Sea Lake on the Kulwin line, and Ouyen and Birchip on the Mildura line. Trains usually ran as a 28 wagon AHGX rake and dumped at Appleton Dock, apart from one from Sea Lake in early January that discharged at the Sunshine Graincorp silos, the first by a non-FA/PN train for many years.

Such fine lash-ups of pure VR power, despite the wagons used not being of Victorian origin, persuaded many photographers to travel hundreds of kilometres to record these trains. Australian Railways Illustrated presents a selection of images from these workings in late 2009 and early this year.



Running very late due to loading issues and locomotive difficulties, 9162 grain from Berriwilllock trundles through Navigators just after sunrise enroute to North Geelong to discharge behind S303, T357, T320 and T378 on Tuesday 23 February 2010.  
Photo by Chris Nuthall.

Rounding the over the Calder Highway at Glenalbyn, S303, T320, T357 and T378 power 9162 grain from Charlton AWB on Thursday 4 March 4 March 2010.  
Photo by Rick Coles







Reflected in a large puddle left by recent storms, S303, T341, T357 and T413 haul 9162 grain from Birchip AWB on Saturday 13 March 2010. This was T341's first mainline trip since restoration to service by the Seymour Rail Heritage Centre. Photo by Steve Molloy.



On Wednesday, 3 March 2010, T378, T357, T358 and S302 pass through Navigators whilst hauling 9164 empty grain to Birchip AWB. Photo by Frank Hinde.



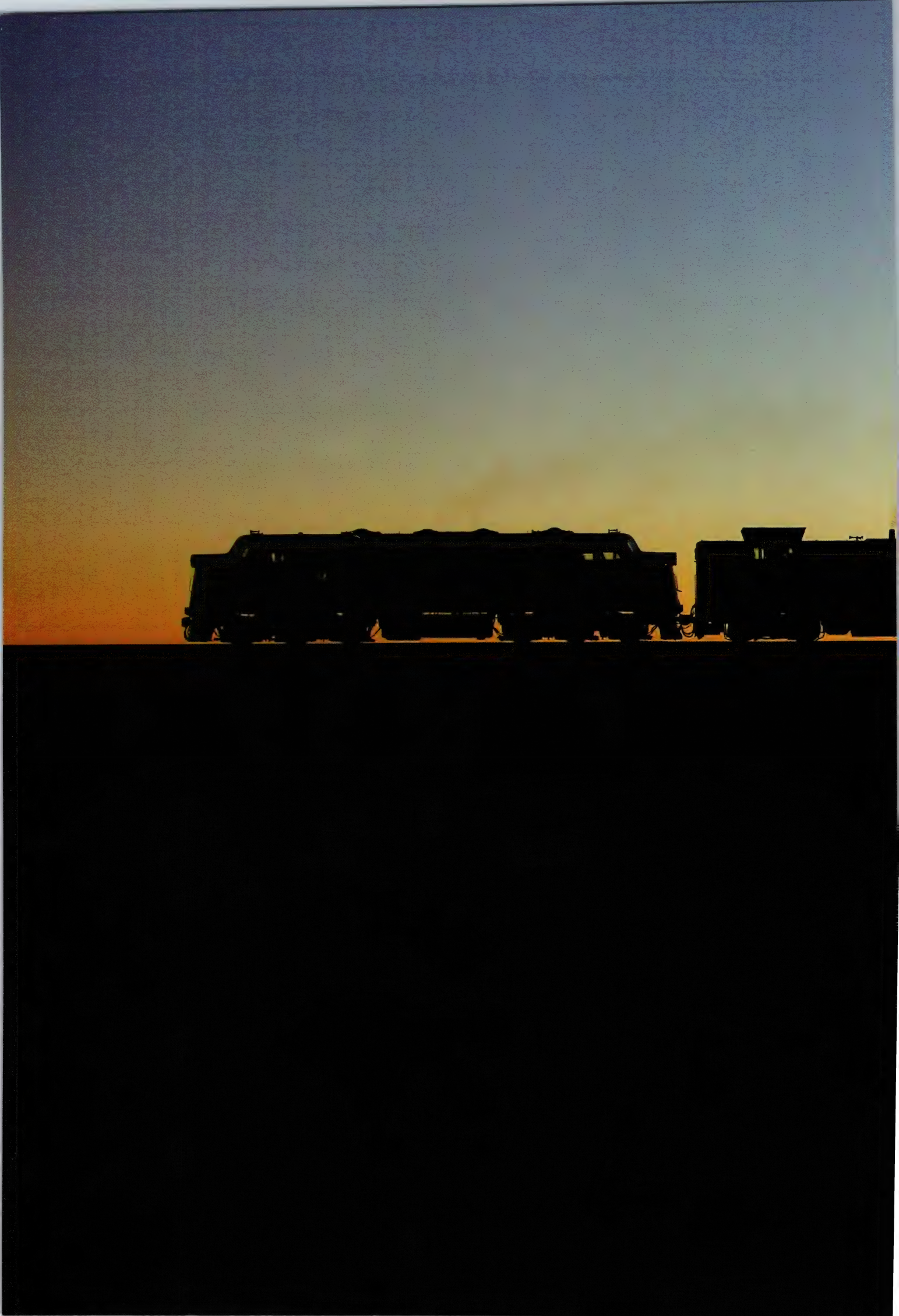


About to come to a stand at Tourello Loop, the only dynamic  
 brake equipped T class; T413 leads T357, T378 and B74 hauling  
 9162 grain from Nullawil AWB on Monday 4 January 2010.  
 Photo by Stewart Anderson.



Pounding the dust down the Broadway at Wycheproof, SW93,  
 B74, T357, T378 and T413 work 9162 grain from Sea Lake  
 AWB southward on Wednesday 10 February 2010.  
 Photo by Jim Gordon.









..... As the last rays of sun have disappeared over the horizon,  
B74, T357, T378 and Y145 approach Tourello Loop with 9162  
..... grain from Nullawil AWB on Wednesday 6 January 2010.  
..... Photo by Stewart Anderson.



# IN'S AND OUT'S

## NEW LOCOMOTIVES

### Pacific National (QLD narrow gauge)

7114 – built by Siemens Germany - delivered 12/12/09  
7115 – built by Siemens Germany - delivered 12/12/09  
7116 – built by Siemens Germany - delivered 29/01/10  
7117 – built by Siemens Germany - delivered 03/02/10  
7118 – built by Siemens Germany - delivered 03/02/10

### Pacific National (standard gauge)

TT01 – built by EDI Cardiff NSW - delivered 05/12/09  
TT02 – built by EDI Cardiff NSW - delivered 09/12/09  
TT03 – built by EDI Cardiff NSW - delivered 07/01/10  
TT04 – built by EDI Cardiff NSW - delivered 07/01/10  
TT05 – built by EDI Cardiff NSW - delivered 15/02/10  
TT06 – built by EDI Cardiff NSW - light engine trial 05/03/10

### QRNational (QLD narrow gauge)

3829 – built by Siemens Germany - delivered 08/12/09  
3830 – built by Siemens Germany - delivered 06/12/09  
3831 – built by Siemens Germany - delivered 17/01/10  
3832 – built by Siemens Germany - delivered 17/01/10  
3833 – built by Siemens Germany - delivered 30/01/10  
3834 – built by Siemens Germany - delivered 03/03/10  
4126 – built by EDI Maryborough QLD - delivered 13/11/09  
4127 – built by EDI Maryborough QLD - delivered 20/11/09  
4128 – built by EDI Maryborough QLD - delivered 27/11/09  
4129 – built by EDI Maryborough QLD - delivered 09/12/09  
4130 – built by EDI Maryborough QLD - delivered 18/12/09  
4131 – built by EDI Maryborough QLD - delivered 17/03/10

### QRNational (standard gauge)

6005 – built by UGL Rail Broadmeadow NSW - released 06/01/10  
6006 – built by UGL Rail Broadmeadow NSW - released 06/01/10  
6007 – built by UGL Rail Broadmeadow NSW - released 22/01/10  
6008 – built by UGL Rail Broadmeadow NSW - released 11/02/10  
6009 – built by UGL Rail Broadmeadow NSW  
- trial only - returned to UGL Rail  
6010 – built by UGL Rail Broadmeadow NSW  
- trial only - returned to UGL Rail

### Notes: Locomotives on order:

#### Rio Tinto Iron Ore

3 x model ES44DCi from General Electric

## LOCOMOTIVE REBUILDS/ CONVERSIONS

### Australian Railroad Group

2819 – to UGL Bassendean WA for conversion from standard gauge to narrow gauge  
3104 – recoded to LZ3104 following fitting of ZTR control system

### QRNational (QLD narrow gauge)

3270 – to UGL Rail Bohle QLD 16/11/09 for rebuilding into 3751  
3207 – to UGL Rail Bohle QLD 08/12/09 for rebuilding into 3752

3247 – to UGL Rail Bohle QLD 04/01/10 for rebuilding into 3753  
3277 – to UGL Rail Bohle QLD 23/01/10 for rebuilding into 3754  
3230 – to UGL Rail Bohle QLD 17/02/10 for rebuilding into 3755  
3506 – conversion to 3551 Class from 3606 at RACS Rockhampton QLD - released 19/01/10  
3521 – conversion to 3551 Class from 3621 at RACS Rockhampton QLD - released 03/03/10  
3528 – conversion to 3551 Class at EDI Maryborough  
- road number retained - released 11/02/10  
3548 – to Downer EDI Rail Maryborough - 12/02/10  
- for overhaul and conversion to 3551 class  
3550 – conversion to 3551 Class at EDI Maryborough  
- road number retained - released 18/12/09  
3631 – to RACS Rockhampton QLD 12/01/10 for conversion to 3551 Class [last of the 3600 Class conversions]  
3739 (ex-3263) – rebuilt by UGL Rail Broadmeadow NSW  
- delivered 25/11/09  
3740 (ex-3211) – rebuilt by UGL Rail Broadmeadow NSW  
- delivered 06/12/09  
3741 (ex-3239) – rebuilt by UGL Rail Broadmeadow NSW  
- delivered 18/12/10  
3742 (ex-3214) – rebuilt by UGL Rail Broadmeadow NSW  
- delivered 17/01/10  
3743 (ex 3241) – rebuilt by UGL Rail Broadmeadow NSW  
- delivered 07/02/10  
3744 (ex 3209) – rebuilt by UGL Rail Broadmeadow NSW  
- delivered 05/03/10

## LOCOMOTIVE REFURBISHMENTS/ OVERHAULS

### CFCL Australia

B80 – ex refurbishment at SSR Bendigo - released 30/12/09

### Genesee & Wyoming Australia

ALF21 – to EDI Port Augusta SA 14/01/10 for Component  
-Change-Out  
CLP16 – Component-Change-Out EDI Port Augusta SA  
- released Dec 09

### Pacific National (standard gauge)

8119 – Component-Change-Out EDI Kelso NSW - released 10/02/10  
8167 – Component-Change-Out EDI Kelso NSW - released 04/01/10  
8170 – Component-Change-Out EDI Kelso NSW - released 11/12/09

### QRNational (QLD narrow gauge)

2306D – Component-Change-Out RACS Redbank QLD  
- released 04/12/09 - renumbered from 2306  
2313D – Component-Change-Out RACS Redbank QLD  
- released 08/02/10 - renumbered from 2313  
2333 – to Redbank for overhaul - 25/01/10  
4011 – ex 'E' Inspection 27/10/09 - still in QR livery  
4019 – ex 'E' Inspection 04/03/10 - still in QR livery  
4025 – ex 'E' Inspection 20/11/09 - still in QR livery



## LOCOMOTIVE MAJOR WORK

### CFCL Australia

- EL57 – returned to service 21/12/09 following fire damage repairs  
- leased to FreightLink
- EL64 – returned to service 22/01/10 following fire damage repairs  
- leased to FreightLink

### Genesee & Wyoming Australia

- 1304 – returned to service 20/12/09 following accident repairs

### Pacific National

- AN8 – returned to service 27/11/09 following fire damage repairs

### V/Line Pass

- N452 – returned to service 25/01/10 following  
Stoneyford derailment repairs

## LOCOMOTIVE REPAINTS

### Australian Railroad Group

- S3311 – repaint into ARG yellow/maroon livery  
- released 11/12/09

### CFCL Australia

- B80 – repainted into CFCLA blue/silver/yellow livery  
- released 30/12/09

### Genesee & Wyoming Australia

- CLP8 – repainted into same orange/black/yellow livery  
- released 24/12/09
- CLP16 – repainted into same orange/black/yellow livery  
- released 01/02/10

### Pacific National (standard gauge)

- 48144 – being repainted into PN blue & yellow livery
- 8117 – repainted into PN blue & yellow livery - released 09/03/10
- 8119 – repainted into PN blue & yellow livery - released 10/02/10
- 8167 – repainted into PN blue & yellow livery - released 04/01/10
- 8170 – repainted into PN blue & yellow livery - released 11/12/09
- AN8 – repainted into PN 'stars' livery - released 27/11/09
- NR22 – repainted into PN 'stars' livery - released 24/02/10
- NR39 – repainted into PN 'stars' livery - released 29/01/10
- NR54 – repainted into PN 'stars' livery - released 18/01/10
- NR55 – repainted into PN 'stars' livery - released Dec 09
- NR71 – repainted into PN 'stars' livery - released Feb 10
- NR105 – repainted into PN 'stars' livery - released Mar 10

### V/Line Pass

- A66 – repainted into VLP red/yellow/white livery - released 14/12/09
- N452 – repainted into VLP red/yellow/white livery - released 25/01/10
- P11 – repainted into VLP red/yellow/white livery - released 26/03/10

## LOCOMOTIVE SALES/TRANSFERS/ WITHDRAWALS/DISPOSALS

### Australian Railroad Group

- DFZ2406 – transferred from ARG WA back to QRN QLD - released 13/11/09 - returned to Redbank 04/03/10 for return to WA
- DFZ2407 – transferred from ARG WA back to QRN QLD - released 25/11/09 - returned to Redbank 04/03/10 for return to WA

### CFCL Australia

- 4483 – sold to Independent Railways of Australia on 25/01/10
- J102 – sold to SCT Logistics Nov 09 - arrived at Parkes 30/11/09
- J103 – sold to SCT Logistics Nov 09 - arrived at Parkes 30/11/09



After arriving back from Downer EDI Newport the previous afternoon following repainting, P11 is hosted around the bank sidings at Southern Cross Station on Saturday 27 March 2010.  
Photo by Stewart Anderson

### Genesee & Wyoming Australia

- 903 – transferred from narrow gauge to standard gauge 26/02/10
- 904 – transferred from standard gauge to narrow gauge 25/02/10

### Pacific National

- 8011 – transferred NSW to Adelaide 04/02/10
- 8202 – ex Leigh Creek Coal to NSW South Coal mid Dec 09
- 8229 – ex NSW to Leigh Creek Coal 04/02/10
- 8244 – ex NSW to Leigh Creek Coal mid Dec 09
- X31 – withdrawn from PN service 31/08/09 - transferred Jan 10 to Seymour Rail Heritage Centre for preservation
- XR553 – ex store - returned to service 11/12/09
- XRB560 – transferred to Leigh Creek Coal Jan 10
- XRB562 – transferred ex Leigh Creek Coal Jan 10

### Pacific National Tasmania (narrow gauge)

- 2001 – shipped from Dynon VIC to East Tamar Depot TAS  
- arriving 18/01/10

## LOCOMOTIVES TO/FROM STORAGE

### Australian Railroad Group

- 527 – stored Forrestfield WA - Dec 09
- DC2206 – stored serviceable
- DC2213 – ex store - shunter Forestfield
- LZ3103 – ex store - returned to service late Jan 10
- NJ1605 – ex storage & repairs - released 19/12/09

### Genesee & Wyoming Australia

- 517 – stored at Dry Creek SA - 03/02/10
- 843 – to Osborne shunter - 03/02/10
- 844 – released from repairs Port Augusta 22/01/10, not repainted  
- to Adelaide, converted to broad gauge - released 11/02/10
- 847 – stored Whyalla SA - Jun 09

### Pacific National

- A78 – released from storage at Dynon VIC - 10/01/10
- T390 – stored Dynon VIC - Jan 10
- T402 – stored Dynon VIC - Jan 10
- Y115 – stored Dynon VIC - 03/12/09

### SCT Logistics

- T414 – stored Broken Hill NSW - awaiting repairs

Updated: 27 March 2010, by Tony Burgess



# New South Wales



As the sun is about to disappear behind the Liverpool Ranges, 8129, 8012, 8139, 8639, 4894 and 48110 struggle uphill with 6426 grain through Ardlen on Saturday 20 February 2010. Due to the last two wagons being empty, the bank engines, 8129, 8012 and 8139 were placed in the lead.  
Photo by Paul Vanderstell

## METROPOLITAN REPORT

X48 and X50 were in unfamiliar territory on 31 January when they were noted working with 8121 on M726 Infrastructure train from Chullora near Chatswood on Sydney's North Shore. The following day, M221 Infrastructure train for North Sydney via Hornsby departed Chullora as G513/ train/ B65/ B61/ train/ G514.

Saturday 6 February was a busy day for SSR, with M540 Infrastructure train destined for Sydney Terminal departing Chullora as G514/ train/ S317/ GM10. M730 Ballast for Ashfield departed Chullora behind B65/ G513 whilst M732 Ballast Cleaners departed Clyde for the Petersham area behind T381/ T363. South Spur Rail Services was working M746 Spoil in the Summer Hill area with 80s1/ 8049. Two days later, G514 unloaded rails from M301 Railset on the Richmond line before running M302 & later 8M41 Empty Railset to Bathurst that night to load rails the next day before returning to the Richmond line.

The unusual combination of X52/ 8050/ 8136/ 8137 departed Clyde working 9837 Freight to Manildra on 10 February.

A series of inspections were carried out at the bogie and axle monitor at Kingswood on stored grain wagon rakes from late February. After the lead loco was earlier attached at Moss Vale, 3122 Grain from Temora arrived at Penrith behind 8128/ X46/ X45 late on 22 February, with all three locos working the return 1323 Empty Grain (in reverse order) past the inspection equipment later that night. Both trains ran via the Granville Y link. Due to late running the next 3122 Grain from Temora arrived at Enfield behind X45/ 48146 at 0330hrs on 25 February. The train was worked to the inspection facility by the two locos as 1121/ 1122 Freights after the afternoon peak, before they departed for Temora as 1323 Empty Grain at 1215hrs the next day.

On 25 February, 8173 departed Eveleigh hauling 2 car Endeavour set TE2812/ LE2862 plus Explorer car EC2526 to Melbourne for refurbishment.

The amazing sight of S317/ GM27/ G514/ train/ T381/ T363/ GM22 departed Chullora for Clarendon early on 1 March. The rear three locos were detached before immediately

returning to Chullora as D341 Light Engine movement whilst M343 departed Chullora for Riverstone as B61/ train/ B65/ train, with the consist then dividing to work as separate trains in the worksite.

On 2 March, 2202 was detached from Acacia Ridge bound 2MB7 Freight (LDP008/ LDP006) at Glenlee. Later that morning, southbound 2BM7 Freight arrived at Glenlee behind LDP001/ LDP004/ LDP003, with the rear loco being replaced by G516 and X54 before the train continued to Melbourne.

Another rake of grain wagons was inspected at the bogie & axle monitor at Kingswood on 8 March, when 8171 departed Enfield working 1131 Freight. 8171 was replaced by X50 and X47 at Clyde en-route, with the return 1132 Freight forming 1533 Empty Grain to Werris Creek from Clyde that night. Earlier that morning M340 from the Richmond branch arrived at Chullora as 4204/ GM22/ train/ G513/ GM27/ S317, with S317/ GM27 heading back to the Richmond branch working M341 the next morning.



## ILLAWARRA REPORT

1WB3 Freight departed Port Kembla for Acacia Ridge via Moss Vale behind the unusual combination of NR50/ NR40/ NR1/ 48163 and L251 on 7 February, L251 destined for EDI Cardiff.

After the rear loco had replaced 48146 at Cootamundra, 8928 Grain from Parkes arrived at Port Kembla on 13 February behind 8125/ 8163/ 8172/ L270.

After being noted descending the Blue Mountains earlier in the day 8235/ DL45/ DL38/ C510 arrived at Port Kembla on a coal service on 24 February. Early the next morning the very unusual combination, of 8174/ X47/ X50 arrived at Nowra working 5930 Grain from Clyde. After unloading, with 8174 again leading returned the wagons to Enfield as 9130 Freight.

On 1 March the unusual combination of NR118/ NR100/ 8131/ 8137/ X46 departed Pt Kembla on Acacia Ridge bound 1WB3 Freight. The two 81 Class locos were replaced by NR42 at Enfield whilst X46 was detached at Morandoo (for attention). Also that night 1423 Freight departed Clyde for Morandoo behind 8116/ X48/ X51.

8209/ C507 worked CG05/CG06 Coal services from Port Kembla to the Wongawilli branch and return on 2 March, but two days later was even more interesting when these trains were worked by C509/ C507. C505

& 8124 were the locos found working these trains on 11 & 12 March.

## SOUTHERN REPORT

NR70/ NR37/ 8160/ 8169 arrived at Medway working 9227 empty limestone from Port Kembla on 3 February. The 2 x 81 class next worked 2228 Limestone to Berrima. Also on this day LDP003/ LDP005/ CLF7 working 3MB7 Freight failed at Coolalie, between Yass Junction and Gunning. They eventually hauled the train into Goulburn where 42202/ LDP007, after having run light engine from Glenlee, were attached. 42202 and LDP007 were later detached at Glenlee.

G528/ L270 arrived at Temora working 9323 Empty Grain from Port Kembla on 10 February, with the locos running D336 light engine back to Cootamundra.

After unloading ballast south of Forbes, 8M22 Ballast (442s5/ 607) from Goonumbla continued to Wyalong on 11 February. After reloading, 3M22 Ballast ran to Cootamundra, unloading east of Stockinbingal. The train then returned empty to Wyalong. After reloading returned to Cootamundra that night.

Crisp's Creek received two containerised garbage trains from Clyde on 18 February. The usual 1221 Containerised Garbage arrived behind 8150/ X51/ 8179 whilst later 1223 Containerised Garbage arrived with 8157.

On 25 February, 1217/ 2206 Empty Sleeper train from Chullora arrived at Braemar

via Moss Vale behind B61/ B65/ KL80.

Although the two B Class locos returned to Enfield with the usual concrete sleepers as 2207/ 2118 Sleeper train, KL80 was used to haul 5 x CQFY wagons to Yennora.

Ballast was unloaded from 8M22 Ballast with 48s32/ C502 providing the motive power at Stockinbingal on 28 February, with the empty train returning to Parkes as 3M23 Empty Ballast later that day.

8101 departed Junee on 2 March hauling a rake of stored grain wagons to Parkes for further use, attaching 8166 at Cootamundra en-route. After 8175/ 8128 had loaded 3924 Grain at Red Bend on this day, 8128 was replaced by X45, X52 and 48146 at Cootamundra that night before the train arrived at Port Kembla the next day. All four locos later departed working 9323 Empty Grain back to Cootamundra.

48s28 was detached from Goonumbla bound 9841 Empty Ore from Port Kembla at Goulburn on 3 March. The loco was subsequently used to haul two track machines and three cover wagons to Newdell Junction as 2442 Infrastructure train the following evening.

8128 hauled 3M34 Sleeper train from Bomen to Parkes on 7 March, however due to washaways at Harefield and in Victoria, 8128 returned to Cootamundra early the next morning with 8M72 Ballast, instead of the unloaded sleeper wagons. 3M35 Ballast subsequently departed for Victoria behind X45/



Pacific National coal train CG06 departs Wongawilli coalmine for the Inner Harbour coal loader behind the unusual power of C507 leading 8253 on Tuesday 23 February 2010. Double C class have also been noted on this working recently.  
Photo by Graham Colterall





The colourful combination of 8258, BL35 and C509 roars through Medlow Bath in the Blue Mountains whilst working CA64 coal from Clarence Colliery on Monday 25 January 2010.  
Photo by Charlie Hardis

X52 at 1400hrs, unloading part of the train at Harefield en-route. It is worth noting that when 3M35 Ballast passed Bomen around 1715hrs on 8 March, G542/ DL43/ G531 on delayed 1MC2 Freight as well as T371 and T409 were on hand.

On 9 March, G535/ VL352 loaded 3996 Grain for Port Kembla at Barellan and in an unusual move that day, 8128/ 8184 loaded 3924 Grain for Port Kembla at Ungarie. There were not many 48 class locos in the area that day as just prior to midnight 3938 Flour train for Nowra departed Narrandera behind 8183/ 8168/ 8157, with the rear loco being detached at Cootamundra the next morning.

On 10 March, 48s33/ 48s36 unloaded the rails previously loaded west of Cootamundra at Milvale for the construction of a new 1850m crossing loop. The train worked as 3M33 Railset from Cootamundra, with the train later returning as 3M34 Railset. That morning 3996 Grain from Barellan to Port Kembla with G535/ VL352 attached T385 and T387 at Goulburn en-route, with all four locos later departing the port as 9895 Empty Grain for the Parkes area. EL56/ 4836/ T386/ EL54/ EL52 arrived at Junee working 9895 Empty Grain from Port Kembla that evening. The locos in reverse order and with EL54 dead hauled 3852 Empty Grain to Bogan Gate AWB around 0700hrs the next morning.

## WESTERN REPORT

On the 1 February, Coote Industrial's RL305/ RL302 worked 1841 Empty Cotton from Cooks River to the Auscott's facility on the Warren branch. RL302 failed at Leura, PN's BB87 Empty Coal to Baal Bone, hauled by 8216/ G523/ 8249/ 8218 pushed 1841 Empty Cotton through to Lithgow. 442s1/ 48s32/ 48s36 departed Narromine at 1815hrs that evening heading east to assist 1841 Empty Cotton service. The train was loaded the following night by these three locos with 8142 Cotton departing Narromine for Botany behind 442s1/ 48s36/ RL302 on 3 February.

8164 Freight departed Dubbo for Botany behind 1434 and 1437 on 2 February. After 1434 failed at Mumbil, the train continued to Stuart Town in two portions before half of the train was stowed. The next day, 1443/ 1431 and GL109 off 1861 Freight at Blayney ran D881 Light Engine Stuart Town, returning the loading to Blayney before attaching to 8162 Freight that night.

In an unusual move that day, 4847 Empty Ore from Morandoo arrived at Cobar behind RL306/ 607/ 603, this being the first arrival of an RL Class loco at Cobar. 4835 Empty Ore from Morandoo arrived at Narromine behind G522/ 48127/ 8132 on 4 February, with the rear two locos being replaced by 48101 and 48138 before the train continued to Cobar.

G522 was placed on the rear of the train at Nyngan before being detached with one half of the train at Hermidale, to load 8438 Freight and return to Nyngan.

8180 loaded 8M22 Ballast at Talbragar on 3 February and in an unusual move X50 and X48 were attached at Dubbo before the train continued to Bathurst. Both X Class locos were replaced the next morning by 8155 off 1811 Empty Railset from Sydney, before the late running 8M22 Ballast headed for Lithgow, subsequently unloading in the Baal Bone area the next day. Also on 3 February, Pacific National locomotive X36 was attached between 48115 and 4854 at Gilgandra before 8836 Grain from Coonamble continued to Manildra via Parkes. Earlier that morning 4503/ 4892 departed Dubbo working PPL's 8877 Freight to Tamlee, near Trangie. This was the connection off 1877 Freight from Sydney which had arrived behind the unusual combination of X48/ X50/ VL351/ DL49/ DL44 earlier that morning.

On the same day, the first load of rails from Whyalla to Bathurst for the year departed Parkes as 8844 Freight behind 48s28/ 602.

Although 9841 Empty Ore from Port Kembla arrived at Goonumbra behind solo C502 on 4 February, Coote Industrial locomotive 8049 assisted the return 8942 Ore as far as Goulburn. Later that night 8926 Grain to Port Kembla departed Parkes behind L270/ 48163/ L251.





Deep in the forests north of Queenbeyan, X50 and X48 work one of the last 2126 empty fuel services from Canberra on Thursday 14 January 2010.

Photo by Stewart Anderson

603/ 442s5/ 607/ RL306 arrived at Narromine working 4847 Empty Ore from Carrington on 6 February, after the rear three locos were replaced by 48s28 and 602, the train departed for Cobar. RL306 replaced 48s28 at Narromine the next morning before 8446 Ore departed for Carrington. That afternoon 442s5/ 607/ 48s28/ RL305 (dead) ran D842 Light Engine movement from Narromine to Parkes, with 48s28 returning to Narromine as D841 Light Engine the following night to assist 602 and 603 to work 4847 Empty Ore to Cobar on 9 February. 607 combined with 442s5 to work 8M21/ 8M22/ 3M23 Empty Ballast trains from Parkes to Goonumbla to load ballast, then to Forbes to discharge and back to Parkes on 8 February. Also on this day RL302/ 442s1/ 48s36 arrived at Narromine working 1841 Empty Cotton train from Cooks River to the Auscott's facility. Again on 8 February, 9841 Empty Ore from Port Kembla arrived at Parkes behind the usual culprit, C502, but on this occasion the loco was replaced by 442s5/ 607 before the train continued to Goonumbla as 8M21 Freight, now marshalled as locos/ empty ore wagons/ empty ballast wagons. The two locos returned 8M22 Ballast to Goobang Junction before reversing and departing for a washaway at Kiaticoo, arriving at 1700hrs. After the ballast was unloaded around the 600km post west of Gunebang, the locos returned light engine to Parkes. 442s5 returned to Kiaticoo the next day to continue the unloading, with the train arriving back at Parkes at 2010hrs.

G539/ X47 loaded 8134 Grain for Enfield at Narwonah on 9 February, returning via Parkes that evening.

8835 Freight departed Parkes for Trangie behind 8101/ X36/ 4854 on 10 February. 4908, after major repairs in Melbourne, arrived at

Parkes on the following morning with locomotive C502 on 9841 Empty Ore from Port Kembla.

NR7/ NR21/ 8011 departed Broken Hill at the head of 5PS6 Freight at 1100hrs on 14 February, but the train was stabled at Matakana until 2000hrs the following evening due to a washaway at Kiaticoo. NR37 was attached at Goobang Junction later that night.

RL306/ 603/ 602/ RL304 arrived at Narromine working 4847 Empty Ore from Carrington on 15 February. Both RL Class

locos were replaced by 48s28 before the train continued to Cobar. All three locos were replaced by RL306 and RL304 before 8446 Ore departed Narromine the next morning. Also on 15 February, 442s5/ 607 arrived at another washaway, this time at Derriwong, east of Condobolin. The locomotives were working 3M23 Ballast from Cootamundra.

RL302/ 442s1/ 48s36 again visited Auscott's, loading 1841/ 8142 Freight for Botany on 16 February. Also on this day, 4908 went for its first run from Parkes for many months when it was sandwiched between 48s32 & 48s33 on 8844 Railset to Bathurst.

On 17 February, 602/ 603/ 48s28 hauled seven container wagons from Narromine to Parkes as 8844 Freight, with 48s33/ 602/ 603 returning later that day. The three locos replaced RL304 and RL306 to work 4847 Empty Ore to Cobar the following morning. 8101/ X36 departed Parkes working 8M21 Empty Ballast to Talbragar on 17 February before continuing to Bathurst as 8M22 Ballast after loading. 8175 replaced X36 the next morning before the train continued to the Baal Bone area to unload.

After 8171 was detached at Bathurst, 8161 continued working 1837 Freight from Enfield to Manildra solo on 18 February. Later that morning X48/ X50 departed Bathurst light engine for Manildra to assist 8161 work 8138 Freight to Enfield.

On 20 February, 8M23 Ballast ran to Kadungla on the Tottenham branch behind 48159/ 48152/ 48108, whilst EL52/ EL55 loaded 8454 Grain for Carrington at Gilgandra AWB. EL60 and S300 were attached in



The final unit in the initial order of the Victorian Railways X class was X36. With X31 now in preservation and the middle four all kit bashed into XR's, this makes 36 the only original X class left in regular service. Nearly 44 years of age and fitted with various modification the G16C is pictured here hustling wagons around Parkes yard on Tuesday 2nd March. Some crews in New South Wales are at a loss as to how the Victorians' run these things (along with the T class) short end leading with the controls facing the long end. Speaking from experience - its easy.

Photo by Bernie Baker





The EMD export market called them the GT26C model. Western Australia title theirs the L class while the Victorians designated them the C class. The West Aussie's had them delivered with a narrow short hood and a control stand on each side of the cab. Meanwhile back east, the C's came with a wide nose and one control stand that faced the short end. In the Government days it was rare occurrence to photograph one long end leading on a train and that was usually only in an emergency. Since then, C502 has passed into Privatisation, and had a few paint schemes. As for short end running only, that seems to have gone by the wayside with it's original blue and gold paint as witnessed by the unit heading to Bathurst on 8844 rail set, as it nears Manildra on Wednesday 10 March 2010.  
Photo by Bernie Baker

the Merrygoen area that night. It's all in the number with all three trains having the identical number except for the second digit, which represents the intended destination area! With remarkable coincidence the following occurred at Narromine between 1645hrs and 1700hrs on this day. 8434 Canola for Kooragang (locomotives 8175/ 8172) departed east, 8834 Grain from Trangie to Parkes also departed south with 8125/ 48138, whilst 8134 Grain from Nyngan to Enfield arrived behind 8107/ 48116 from the west.

South Spur Rail Services ran two trains from Parkes on 22 February. The first to depart was 8M21 Empty Ballast to Goonumbla with 442s5/ 48s32. After loading, 8M22 Ballast then departed for Wirrinya, unloading around Garema on the way, before returning to Parkes. In the afternoon, 48s28/ C508 departed working 8844 Railset to Bathurst. DL44/ DL46/ VL351 departed Dubbo working 8877 Freight to AgriGrain near Narromine on 22 February, whilst two days later 8178 Freight for Botany departed Dubbo behind DL44/ DL46/ DL47.

On 25 February, X36 was attached to Manildra bound 1837 Freight hauled by 8183/

8161 at Bathurst, X36 arrived back at its home in Parkes on 8831 Empty Grain with 8125, 48152 and 48138 the next morning.

After L251 & L270 arrived back in Parkes on 27 February, they remained together for a number of days. They worked 8335 Empty Grain from Manildra to Red Bend on 1 March and after loading the train returned to Manildra working 3835 Grain that evening. The next day they loaded 8835 Empty Grain from Manildra at Parkes Sub-Terminal before returning east with 8836 Grain that evening. Then on 3 March, the pair loaded again at the Parkes Sub-Terminal, with the train departing for Port Kembla as 8926 Grain late that night.

1837 Freight from Enfield arrived at Manildra behind 8109/ 8144/ 48165/ 48164 on this day, with the two 48 Class locos then running light engine to Parkes. The following night they ran D835 Light Engine to Narromine to replace BL27, before 4835 Empty Ore to Cobar departed with BL33 on 4 March. As is usual practice, the BL and 27 wagons were detached for loading at Hermidale en-route.

On 3 March, 48s33/ 48s36 loaded 8M21 Empty Ballast from Parkes with ballast

at Goonumbla before departing for Milvale as 8M22 Ballast to unload before returning to Parkes with 3M23 Empty Ballast. 4908 was placed between these two locos before 8M21 departed Parkes at 1630hrs the next day to load at Goonumbla before returning with 8M22. 48s36/ 48s33 again worked 8M22/ 3M23 from Parkes to Milvale and return, this time on 5 March. The next day was very unusual with the two Mk I 48 class locos working 8M21 Railset from Parkes to Ivanhoe. After unloading the secondhand rails from the Parkes-Forbes area, for the crossing loop extension they returned to Parkes with 8M22, arriving around 1900hrs the following evening.

4851 Empty Grain from Carrington via Werris Creek & Binnaway arrived at Bogan Gate AWB at 1045hrs on 9 March behind EL60/ 4836/ T386/ EL54/ EL52. After loading, the train was stabled until 1310hrs the next day before departing for Pt Kembla as 8996 Grain. This day also saw 8438 Ore to Morandoo depart Hermidale behind BL33/ BL27, however due to a Hunter Valley shutdown, the train was reversed at Narromine and run via Parkes, Lithgow and Sydney. A train hauled by twin BL



Class locos between Narromine and Sydney via Parkes and Orange is extremely unusual.

## NORTH-WESTERN REPORT

EL52/ EL56/ G535/ EL60 arrived at Narrabri West working an empty grain service from Carrington at 0600hrs on 2 February, whilst RL302/ 48s36/ 442s1 arrived at Moree working 1541 Freight from Sydney early on 5 February.

Around the same time 4551 Grain from Carrington arrived at Werris Creek behind G535/ 4816. G535 was immediately attached to EL56, EL52 & EL60 to haul another load of grain to Newcastle, with the quad combination after EL54 replaced EL56 departing Carrington working 4555 Empty Grain to Werris Creek at 1730hrs that night. After the former loco was attached to 1535 Empty Grain from Enfield at Werris Creek, X47/ G539 loaded 5136 Grain for Enfield at Premer on this day.

On 8 February, S300 departed Werris Creek for Newcastle as the middle unit on 5456 Grain with EL60, EL56, EL54 & EL52. S300 was de-hired by EL Zorro, after it ran from Carrington to Cardiff with EL54 two days later.

Also this day, 4816/ 4836 part loaded 4555 Grain at Beanbri, with GL106 and G535 being stabled at Narrabri West, however due to persistent rainfall 4555 Grain continued to Walgett to stable before departing for Beanbri

as 5456 Grain at 1200hrs the next day. After completing the loading at this location the train departed Narrabri West for Carrington at 0500hrs on 10 February behind G535/ 4836/ 4816/ GL106.

A distributed power test was conducted on the Ulan branch with 92 Class locos on 11 February, with UL153 departing Newcastle for Ulan as 9210/ 9208/ train/ 9215 around 0800hrs. Interestingly all locos were noted on the front of the return UL154 on arrival at Port Waratah at 1100hrs the next day.

1535 Empty Grain from Enfield arrived at Werris Creek behind G539/ X47 on 12 February. Before the train continued to Narrabri Junction to load the next morning G539 was replaced by 8154. After another loco change ensured at Werris Creek, 5136 Grain departed for Enfield early on 14 February behind G539/ X47/ 48156.

On 17 February, 4816/ 4836 arrived at Beanbri working 4551 Empty Grain at 1730hrs, with G535 & VL352 noted stabled at Narrabri West at the time.

Due to the failure of 8201 on BO142 coal from Boggabri the following day, one of the regular Ardglen bank engines, 8139, ran D142 Light Engine from Werris Creek to Gunnedah to assist. The train was later noted at Werris Creek as 8139/ 8225/ 8222/ 8201. This train was banked to Ardglen by

the unheard of combination of 8129/ G539/ 8012 with BO142 arriving at Kooragang around 0645hrs the next morning. It is worth noting that this bank engine combination remained working until G539 was replaced by 8139 on 20 February. This change was noted when 5426 Grain from Werris Creek arrived at Ardglen with 8129/ 8012/ 8139/ G539/ 4894/ 48110 around 1800hrs that evening. The bank engines were attached in the lead as the rear two wagons of 5426 Grain were empty, and rear end banking is not allowed in such circumstances.

On 20 February, 4847 Empty Ore from Carrington passed through Werris Creek for Narromine behind RL306/ 48s36/ RL304. VL352/ 4836/ 4816/ G535 loaded 5454 Grain for Carrington at Werris Creek Sub-Terminal that day. Two days later another 5454 Grain loaded at Werris Creek, with EL54 having replaced 4816.

## NEWCASTLE & NORTH COAST REPORT

G522/ BL27 departed Morandoo for Narromine working 4835 Empty Ore on 5 February, whilst on the Pacific National front, 8241 ran D777 Light Engine from Kooragang to EDI Cardiff on 8 February to attach TT05 before the pair continued to Wyong as the



Veteran 603 and 607 lead RL 306 and No.8446 Ore from Cobar past Baltimore silo on 4th February 2010 not long after Coates Industrial took over the operation of these trains from Pacific National. Ironically, National Rail had originally replaced FreightCorp as operators but had sub-contracted Silverton Rail to provide locomotives west of Narromine and crews for the trains. This arrangement continued when National Rail was subsumed into Pacific National until Silverton's successor, Coates, began working the trains in its own right.  
Photo by Rick Coates





48149 and 48125 have arrived at the Grain Corp facility at Walgett to load No.5528 Grain to Werris Creek on 2nd February 2010. While 48149 is used to load the train, 48125 has been parked on the adjacent road with its cab in the shade of the loader to provide a "mobile office" for the second crew member to superintend the loading.  
Photo by Rick Coles

latter loco's light engine trial. 8241 was required as it is believed that TT05 and TT06 will not be fitted with a CountryNet radio.

Prior to AC validation testing with 6000 Class locos in the Narrabri area, 6002 was detached from Acacia Ridge bound 3MB7 (LDP003 & LDP007) at Broadmeadow on 10 February, with 42302 towing 6002 to the nearby UGL Rail facility the next day.

8173 ran D527/ D528 Light Engine movements from Werris Creek to West Tamworth and return to shunt wagons around in the yard on 11 February. 48122/ 48154/ 4894 performed the honours on the following day. That afternoon, 1467 Freight from Cooks River arrived at Sandgate behind locomotives 1438/ 4497, whilst that evening 4523 Empty Grain departed Carrington for Werris Creek behind 8150/ 48122/ 48165/ 8004.

The odd 81 Class loco is beginning to appear on Northern Coal services. WC149 Empty Coal departed Kooragang for Werris Creek at 0650hrs on 12 February behind 8242/ 8111.

TT04/ TT03/ TT02 working JU126 coal from Wambo came to a stand between Allandale

and Greta on 15 February, 9023/ 9018/ 9030/ 8254 later ran light engine from Port Waratah before being coupled to the rear of the train to assist it to the port. The following day, JU193 Empty Coal to Wambo departed Port Waratah behind no less than TT04/ TT03/ TT02/ TT05.

Early on 16 February, 5012/ 5007 departed Newcastle for Wilpinjong working WG137 Empty Coal. On return, WG138 Coal ran to Port Waratah, where it was stabled until 0700hrs the next morning, before departing for the new Kooragang balloon loop servicing the NCIG terminal. At this stage a number of trains were required at this facility to unload a base of poor quality coal for the export grades to be later laid upon.

Southern Shorthaul Railroad locomotives G513/ GM10 arrived at Casino from Chullora as D157 Light Engine on 17 February. Over the next 2 or 3 weeks, the locos were used to facilitate new QHBH wagons (built in Queensland) to be united with their bogies in the loco depot prior to transfer to Newcastle.

Later that evening 4511 containers to Narrabri West departed Carrington behind EL58/ 44208/ G511/ VL355. S300 got

another run with El Zorro when it departed Carrington working 4555 Empty Grain to Narrabri West at 1930hrs that evening with EL55, EL52 & EL60. Further occurrences of 81 Class hauled Pacific National Northern Coal services were noted when 8133/ 8111 departed Newcastle working WH273 Empty Coal to Gunnedah on 17 February & WH103 Empty Coal early the next morning. Also on 17 February, a further distributed power test was being undertaken when 9210/ 9208/ train/ 9215 arrived at Kooragang working DR154 Coal from Drayton, whilst 9023/ 9018/ 9030 hauled a rake of new PHYH coal hoppers from Newcastle to the Dartbrook balloon loop near Aberdeen for storage.

6010/ 6002/ 6005/ 6009 ran a trial working from the UGL Rail facility at Broadmeadow to Telarah and return on 19 February. That afternoon, Southern Shorthaul Railroad operated the four locos light engine to Narrabri, to commence a series of AC validation test for UGL Rail in the Narrabri-Boggabri area. After the completion of the trials, the locos returned back to UGL Rail at Broadmeadow at 0315hrs on 25 February.



8136/ 8005 departed Morandoo working 4621 Freight to Casino on 20 February

Whilst on 22 February, TT02/ 9027/ TT01 departed Port Waratah at 0800hrs light engine to the MacGen Coal balloon loop near Antienne. 9029 was then attached before TT01/ 9027/ 9029/ TT02 continued to the Dartbrook balloon loop. After attaching the rake of PHYH wagons previously stowed there, the train departed for Kooragang around 1610hrs.

Fortunately LDP007 was attached to 2MB7 Freight to Acacia Ridge at Glenlee the following day, as LDP002 (working with LDP001) later suffered a seized axle at Dungog, necessitating its detachment. After attention from EDI staff the next day, LDP002 ran light engine to Broadmeadow, departing at 2015hrs on 24 February at a reduced speed.

The unusual use of double X Class locos on a domestic grain was noted on 24 February when 1529 Empty Grain from Enfield arrived at Werris Creek behind X48/ X50. It was even more unusual that night when they returned on 5930 Flour to Clyde after the addition of X47, ex repairs. Also on 24 February, WC228 Coal departed Werris Creek Colliery behind 8250/ 8133, as this train consisted of older type NHVF wagons which can only be unloaded in the one direction. As Werris Creek Colliery is not located on a balloon loop, the train ran to Port

Waratah to reverse before heading back to Kooragang to unload.

The following day, a couple of interesting coal services were noted; with AS141 Empty Austar Coal to the Pelton loader departing Kooragang behind 48143/ PL2/ 4877. BC288 Coal from Bulga (near Mt Thorley) arrived at Kooragang behind 9007/ 9005/ TT01. 4877 is unique in that it is the only Mk11 48 Class unit running on the mainline in NSW that has not been upgraded with air conditioning and a CountryNet radio, so as a result it cannot lead.

The first of the new units being constructed for Whitehaven Coal by EDI at Cardiff, WH001, was noted outside the shop on 2 March in the EDI livery similar to LDP001-003. On the same day, 8049/ 48s34/ RL302 departed Carrington working 4541 Freight to Moree that evening. 9026 on a train with two other locomotives failed at Bylong No.3 Tunnel on UL254 Coal around 0700hrs the same morning. The train then propelled approximately 5 kms back to Bylong crossing loop. 8217/ 8213 ran D253 Light Engine from Kooragang to the failed train with UL254 Coal finally departing east around 1730hrs that afternoon. Earlier that day, 48162/ 48161 departed Werris Creek working D551 Light Engine to North Star. After attaching around 12 empty pipe wagons the train departed southward. The wagons were attached to 5420 Freight which

departed Werris Creek for Carrington on 6 March behind 8119/ 4897/ 48145/ 48103/ 48110. The following day, QRN sent 42302 on D471 Light Engine from Port Waratah to Grafton prior to taking up shunting duties at Casino in connection with the new QHBH coal wagon build.

8133 accompanied TT06 on its light engine trial from EDI Cardiff to Wyong and return on 5 March, whilst QRN trialled a 6000 class on a HVEC service on this day with 5012/ 6005/ 5004/ 5010 departing Mt Arthur working a partially loaded service to the port. It is thought 6005 conducted a standing start test with around 5000 tonnes on the famous Whittingham bank (east of Singleton) en-route to the port.

Southern Shorthaul Railroad's G513/ GM10 departed Casino hauling 20 new QHBH wagons to Broadmeadow on 6 March. The next day 42304/ 42305 ran light engine from the Duralie coal loader to UGL Rail's Lansdowne facility (north of Taree) to attach a further 10 x QHBH wagons. The QHBH coal wagons are being built at both QR's RACS Redbank Workshop in QLD and UGL Rail Lansdowne.

*With thanks to Don Allitt, Alf Atkin, Wayne Coleman, Rick Coles, Peter Cousins, Ken Davis, Darrell Gaaney, John Hourigan, Justin Moy, Dave Oliver, Dave Porter, Ted Rose & Ivar Sorrasson.*





# Victoria



Powering away from Horsham on Sunday 21 February 2010, C501 **George Brown** and G532 haul 9770 grain from Dimboola AWB to Portland for discharge and export. Photo by Steve Molloy

## METROPOLITAN REPORT

Despite the new W track directly linking North Dynon and the Docks installed at the end of last year, broad gauge movements to and from the Docks to North Dynon will continue to use Tottenham to reverse until at least June this year. This only applies to 9461/9462 Maryvale paper train, which departs Westgate Port Sidings (WPS), adjacent to Appleton Dock. On January 22 this train departed WPS behind yellow nose XR553 and X44, pausing at North Dynon to add loading before departing for AMCOR's Gippsland plant. Three days earlier the same train was worked by X42/XR550 – X/XR or occasionally double X class are the staple power for this six-day-a-week service.

An Explorer car transfer from Dynon to the Bombardier facility at Dandenong occurred on February 1, with A85 and H1, top and tailing a rake of redundant log wagons, surrounding cars EA2506 and EB2514, which had arrived from Sydney under their own power the previous Thursday. After a quick turnaround, EA2506, along with Endeavour cars TE2813 and LE2863, returned to South Dynon for bogie change on February 22, conveyed by H1, the usual log wagons and A85, the three

cars departing for NSW under their own power three days later.

Warrnambool line freight traffic (9219/9220) continues with a five day a week service, normally powered by a single X or A class with the odd P class, however G class do get used occasionally as on February 8, 10, 11 and 12 when G525 ran the train on four of the five days that week and G527 on March 1. Recently reactivated A79 ran 9219 on March 4, its first run since returning to service.

A rare sight at Gemco (RTS) at South Dynon on February 15 was RL307, on its first visit to Victoria, brought down for attention by 80s1 the previous week. On February 12 CFCLA's T373 was noted at South Dynon after transfer from NSW for conversion to broad gauge for the CFCLA Metro-Trains Melbourne infrastructure train contract. Also destined to be part of this fleet, CFCLA B80 and T369 were brought to South Dynon from Bendigo by T413 on March 2, T413 working a rail set to Bendigo and returning light engine with the B and T. Their first use had B80 and T369 working a railset, from Melbourne Yard to ANZAC Sidings, Spotswood on the morning of March 11, running via Sunshine to reverse due to the independent

line through Tottenham still being closed after the El Zorro derailment earlier in the week. After loading, the rail train attached T373 in Melbourne Yard then discharged the rail in the South Kensington/Footscray section early on March 12. The B and T are expected to be joined by Bendigo residents T376 (repainted by SSR into CFCLA livery) and T377, along with B76 after transfer from SA and conversion to broad gauge.

On its first revenue run since returning to service, T341 operated a rail train from Melbourne Yard to ANZAC Sidings at Spotswood on March 4 with T413. After leaving T413 and train at ANZAC Sidings, T341 continued to Newport Workshops wheel lathe for some wheel attention before taking up grain service. NR26 arrived at Spotswood on a SG rail train as T341 was departing.

Rough riding problems with recently repainted A66 saw it undertake a test run to Seymour on February 18 with an H set. The run was unsuccessful and the A was sent to Newport Workshops for replacement wheels – a visit to the wheel lathe on March 5. Another visitor to Downer EDI at Newport Workshops on March 2 was P11, destined to be the first P class repainted in the latest VLP livery.



## BALLARAT REPORT

A reasonable grain harvest this year has required four broad gauge grain trains – one operated by El Zorro, using former AN AHGX wagons with locomotives hired from Seymour Rail Heritage Centre (SRHC), and three operated by Pacific National (PN) – one for domestic grain and two for export through the Port of Geelong.

El Zorro have run regular broad gauge grain trains throughout the past two months, with a short break at the end of January. The trio of B74/T378/S303 departed Appleton Dock during the evening of January 17 heading for Charlton and returned the following afternoon via North Geelong in reverse order. Difficulties with the venerable locomotive fleet saw a delayed departure from Appleton Dock for B74/T378/Y145 on 9161 empties to Carwarp, south of Mildura, loading on January 21. In the meantime a now repaired S303 ran light to Donald to await the return of 9162 later that evening.

A lull ensued until S303 and B74 and one grain wagon worked from Dynon to Brooklyn on February 1 to join three T class on the 9161 departure to Sea Lake later that evening, departing north as T413/T378/T357/B74/S303. The train returned to Appleton Dock to discharge the following evening and then worked another run to Sea Lake, arriving on February 4. The train operated to Ouyen on February 8, behind the same combination,

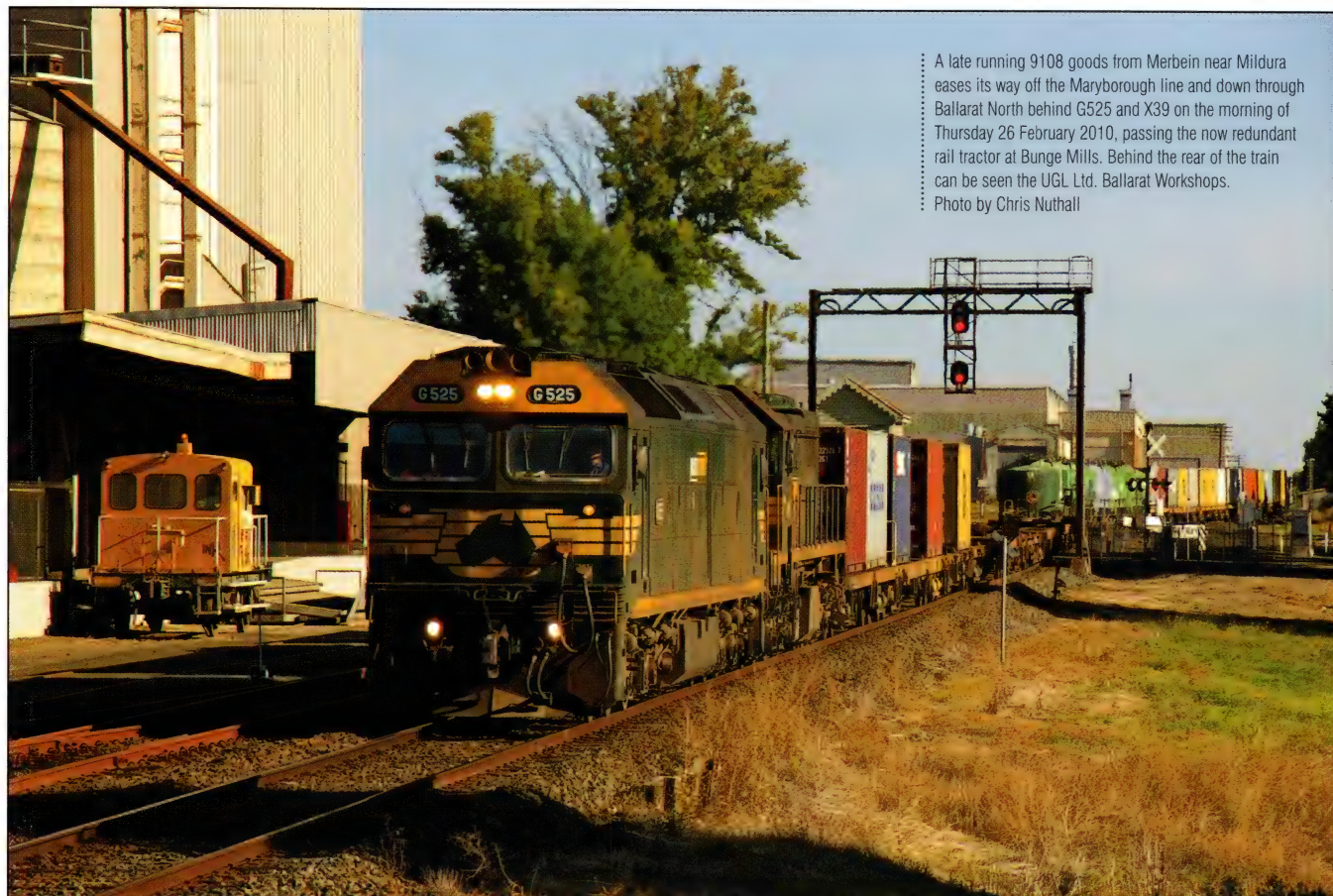
returning as S303/B74/T357/T378/T413, arriving at Appleton Dock by dawn the next day.

B74 was removed from the train the following week due to a number of problems, with 9161 behind T413/T378/T357/S303 noted running via Gheringhap to Birchip on February 12 and returning via Bacchus Marsh late that evening, followed by three more return run the following week. As Birchip AWB is on a balloon loop, either all the locomotives or just S303 were turned before departing Melbourne, to enable the S to lead on the loaded train. A change of venue and motive power saw T378/T320/T357/S303 depart for Nullawil, north of Wycheproof, to load on February 21. However, due to loading problems, T378 later took the rake to Berriwillock to load the following day, whilst the other locomotives stayed at Nullawil until running to Berriwillock the following day. An almost midnight run through Wycheproof found S303/T357/T320/T378 on 9162 through Ballarat at 07.30 on the morning of February 22, running to Appleton Dock via North Geelong. Then followed two runs to Charlton with the same power, the second of which dumped at Graincorp's silos at Sunshine, before heading back to Charlton late on February 27. Returning the following day, the train was stabled at Maryborough until about 03.00 on March 1, before departing for North Geelong to discharge. After returning through Ballarat at 14.00 that afternoon as S303/T320/T357/T378 the train loaded again at Charlton and had

returned to Maryborough the following afternoon, running in reverse order. After laying over for about 12 hours, the train reached Geelong at around 08.30 the day after, but had to wait for a PN BG grain behind XR557/XR552, then PN SG 9722 grain with XR559/G528, to dump before having it's turn at around 16.00, finally leaving North Geelong around 17.30 for Charlton, with T378 leading T357/T320/S303. The 9162 service from Charlton on March 6 ran to Appleton Dock via Bacchus Marsh, topping Warrenheip Bank, east of Ballarat, just before 15.00, behind the now usual suspects.

The next 9161 departure from Appleton Dock on the evening of March 8 came to grief on the independent goods lines to Tottenham Yard, just west of West Footscray after T320/S303 and about a dozen wagons derailed due to suspected spread track. Leading locos T378 and T357 came away unscathed and were used to take the rear of the train to Melbourne Yard arrivals. After reailing, 9161 departed over a day late for Carwarp with T413/T378/T357 with a reduced size train, not passing through Maryborough until 09.30 on March 10, due to occupation at the Melbourne end.

PN BG export grain rakes have run into North Geelong approximately every two days since early February, sometimes daily, with XR pairs XR552/XR557 and XR553/XR554 noted along with X43/XR554 on one occasion. XR554/X43/A78 ran into North Geelong on



A late running 9108 goods from Merbein near Mildura eases its way off the Maryborough line and down through Ballarat North behind G525 and X39 on the morning of Thursday 26 February 2010, passing the now redundant rail tractor at Bunge Mills. Behind the rear of the train can be seen the UGL Ltd. Ballarat Workshops.  
Photo by Chris Nuthall





Not a very common sight in Victoria, here GL106 hauls 9767 goods to Horsham through the dip just south of Lara on Wednesday 20 January 2010.

Photo by Stewart Anderson

9122 from Mittyack on February 11, returning north that evening, returning loaded the next morning with A78 leading on 9124 from Maryborough. This train then travelled empty to Bendigo via Brooklyn then to Piangil, returning loaded as 9052 on February 15, followed by 9123 empties to Murrayville, that evening, arriving at dawn the following day. The first train to Murrayville ran as 9121/9122 the previous Friday February 12 with XR552/XR557, the first on that line since the line was reopened and upgraded. In a change of venue, XR554/XR553 discharged 9124 grain from Yelta at Appleton Dock on March 4 before returning to Yelta and returning to discharge again two days later. Early March saw both BG and SG PN grain trains discharging at Geelong on the same day on several occasions.

The domestic grain rake that runs to Kensington has been led by BL32 and occasionally X43, the pair loading at Speed on February 18. The previous trip saw BL32 run as far as Rockbank on 9125 down empties to Boort on February 15 only to be held while T400 brought XR553 from Dynon to accompany, the T running back light to Dynon. A run to Woomelang (between Birchip and Ouyen) saw BL32 and X43 run through Ballarat on 9131 down empties at dusk on February 24. The only H class currently in service, H1, was noted on a Boort grain service at Maryborough on February 28 and on March 3 it accompanied BL32 on 9131 down grain from Melbourne Yard to Lalbert.

The Merbein (Mildura) goods currently works three days a week departing from Appleton Dock during the morning on Mondays and Wednesdays (as 9103 and 9107 respectively)

and Friday evenings (as 9111) and returning to Appleton Dock early the same mornings (as 9100, 9104 and 9108 resp.). Power for the train usually consists of either G525 or G527 plus a support locomotive, however on January 22 a late running 9108 was noted with both G class providing the horsepower, this again repeated on 9108 the following week, both running as G525/G527. Earlier a late running 9107 was observed going through Bacchus Marsh on the evening of January 27, this train and 9103 usually travelling via North Geelong.

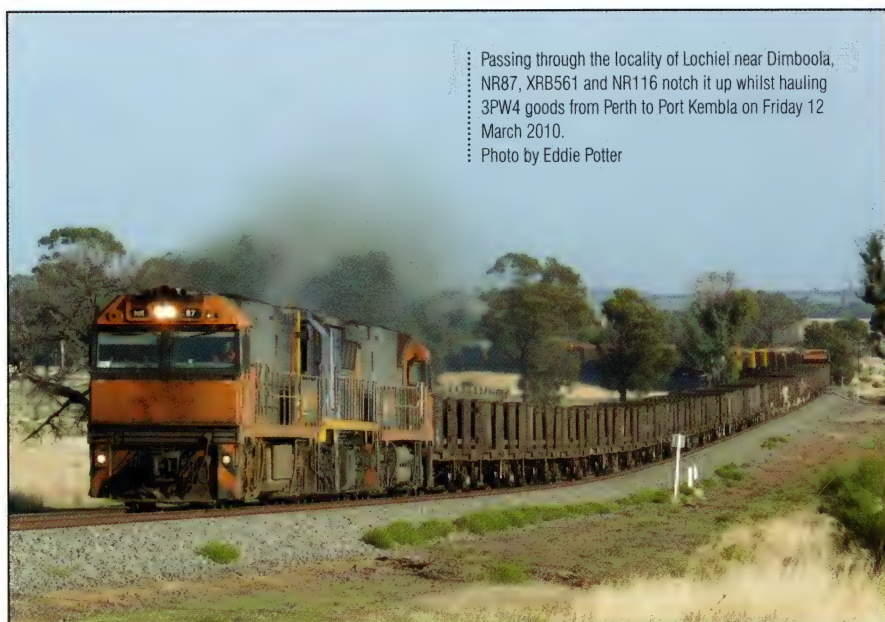
A late running 9108 arrival on February 5 saw XR554 leading G527 while a late departing 9107 on February 10 had both X41

and X39 behind G527, picking up cement wagons at Gheringhap, positioned by A85 the previous day, all locomotives returning with 9108 two days later. The 9103 goods was back to G525/G527 on February 15, while the late departure of 9107 on February 24 resulted in a morning passage through Ballarat two days later on 9108, behind G525/X39. A late running 9107 on March 3 saw the train depart Appleton Dock behind X39/X41, stopping to pick up a rake of cement wagons at Gheringhap dropped off earlier in the day by A78 from North Geelong. The 9103 goods on Labour Day, March 8, found a path to Ballarat via Bacchus Marsh behind G527, running via the south track between Millbrook and Dunnstown during early afternoon, a rare event indeed.

## WESTERN SG REPORT

El Zorro contributed to much of the local traffic in the west of the state during early 2010 with grain trains finally getting to Portland after a break of several years and a regular thrice-weekly container service for Wimmera Container Line (WCL) at Horsham.

The first surprise was the movement of GL106 from Dynon to Maroona on January 19 to pick up the Portland sand train, which had arrived from Portland the previous day by GM36/S302, this pair then taking up ballast duties on the Western line. The solo GL arrived at North Dynon with 9768 early on January 20 and then headed west with 9769 containers to Horsham later that afternoon. The GM and S joined GL106 to work the next 9762 containers from Horsham, arriving at North Dynon late morning on January 22 behind GM36/S302/GL106. The quad of GL106/C501/S302/GM36 worked 9767 to Maroona early the following day with the C and GL coming off at Maroona and running to



Passing through the locality of Lochiel near Dimboola, NR87, XRB561 and NR116 notch it up whilst hauling 3PW4 goods from Perth to Port Kembla on Friday 12 March 2010.  
Photo by Eddie Potter



Portland, The S and GM continued to Horsham. On January 25 the S and GM arrived at North Dynon on 9768 from Horsham then returned on 9767 to Horsham with mainly empty flats, the S and GM then resuming ballast duties again.

In the meantime, G533/G532 arrived at McIntyre from NSW on January 22 with a rake of CGDY wagons and worked to Warracknabeal for the first El Zorro SG grain of the season the following day. The train departed late that evening as 9770 running to Appleton Dock to discharge. The pair of Gs then ran to Dimboola AWB and return to pick up another load on January 27. The C and GL at Portland worked back to North Dynon on 9768 mineral sands train, arriving early on January 29, with the C then joining G532 and G533 on 9767 containers to Horsham that evening. The C led the train back out of Horsham that evening with the two G class, but was removed at Glenorchy to assist the ballast train after S302 developed problems, the ballast running with C501/S302 at the east end and GM36 on the west from Glenorchy to Dimboola and return on January 31. Solo G533 worked 9767 to Horsham on February 1, returning with S302 two days later, running overnight.

The ballast train worked in the Vite Vite to Maroona section on February 4 reaching Gheringhap the following day, top and tailed by C501 and GM36. G532 ran 9767/9768 to and from Horsham on February 4 and combined

with T342, now on SG, on 9767 departing late the following evening – G533 also departed west on 9769 empty grain to Murtoa the same evening, returning with 9770 up grain and G532 on February 6. This was followed by 9768 from Horsham behind C501/GM36/T342 on the same evening. This tail chasing continued throughout the week, with G533/G532 on 9769 empty grain to Marmalake following GM36/C501 on 9767 containers to Horsham late evening on February 8, with both returning to Melbourne early morning two days later and both going west again late that evening. However, things then started to unravel, when G533 was detached at Glenorchy off 9769 early on February 11 due to wheel flats (returning light to Dynon on February 17), with G532 continuing on alone. Late that evening, 9768 and 9770 were combined at Murtoa with G532/C501/GM36 being noted passing through Little River at 07.40 the following morning. G532 and C501 went west on the empty grain departing just after midnight on February 13, preceded by GM36/S302 on the Horsham containers. While the S/GM returned to Melbourne with their train arriving early on the Sunday morning, the C and G headed for Portland after loading at Marmalake, the first grain train to visit Portland for several years. After unloading, they departed Portland on February 17, returning to Portland

again the following afternoon. Ensuing trains visited Nhill, Dimboola and Westmere to load, the Westmere train on February 27 splitting into twenty wagon rakes at Maroona behind single G532. The S/GM continued on the Horsham containers, working three return trips a week, but overnight into and out of North Dynon until February 26. Solo GM36 hauled the empty flats out to McIntyre for storage on March 2, the GM remaining there until retrieved by T342 two days later. The flats were picked up by GM36/S302 and taken to Westgate Port Sidings, at Appleton Dock to load and then formed an early afternoon 9767 departure to Portland on March 7 in reverse order, thought to be the first standard gauge train the use the new sidings.

The last grain service to Portland departed early on March 3 to load at Marmalake, before running to Geelong to discharge behind C501/G532 the following day. After running to and loading at Dimboola on March 5, the train ran to Appleton Dock to unload, arriving early the following morning.

Pacific National had one standard gauge grain rake working from the Wimmera to Geelong almost every other day from early February with some trips shunting at Westmere in each direction. XR twins XR555/XR558 initially did the honours, running light to Dimboola on February 2, with the first loaded train, 9722, reaching Geelong three days

... In a combination of fog and drizzle, G532 loads grain destined for export at Portland as XR559 and G528 roar through Westmere on the western plains with 9722 grain enroute to North Geelong for discharge on Saturday 27 February 2010.  
... Photo by Steve Molloy







Rounding the last curve before arriving at Oaklands NSW, G521 and G532 haul 4MC5 empty grain on Wednesday 10 March 2010. This was the third revenue service to Oaklands since standardization.  
Photo by Trevor Staats

later – loading points have included Hopetoun, Murtoa (Marmalake), Nhill and Dimboola. The power was swapped over to XR559/G528 on February 23 at Geelong, XR559 having just returned to service after bogie attention.

The thrice-weekly AM2/MA2 P & O service from Adelaide was without G512 for a short period with HL203 being hired as a replacement to run with G515 – this pair doing the honours from the 2AM2 arrival on January 19 to the 7MA2 departure on January 23. The next arrival at North Dynon, 2AM2 on January 26, featured G515/EL64, the latter class being very infrequent on the western line in Victoria – this pair continued for two weeks, with G512 returning to partner G515 from February 9 and into March, the only variation being G515 setting off on its own for a return trip to Horsham over the March 6 and 7 weekend.

The recently introduced 6000 class now dominate QRN AM6/MA6 twice-weekly workings between Melbourne and Adelaide, with up to four examples having previously being noted on some services. Delivered on a day late 5BM7 behind LDP001/LDP006 on January 24, new 6007 made its first foray into service on 3MA6 two days later leading 6002/LDP003/LDP001, returning from Adelaide on 5AM6 on January 29 leading 6002/LDP003/6003. A week later triple 6000s, 6004/6003/6005 departed North Dynon on March 5.

CLF and CLP Class still put in the occasional appearance, usually running behind two 6000s. The 6MA6 working on February 12 had a CLP and CLF1 behind two 6000s. A week later, on February 19, 2202 returned to Melbourne behind 6001/6004/CLF1 on 5AM6 – that evening 6MA6 departed with brand new 6008, delivered two days earlier behind LDP004/LDP002/LDP008 on 2BM7, leading 6004/6001 and returning to Melbourne on 2AM6 the following week with 6004/6003. Four different locomotive types spanning almost 40 years departed North Dynon on 3MA6 on March 2 with 6006 leading LDP009/CLP9/G534.

GWA put in a number of brief appearances in the first quarter of the year. Locomotive 2210 was a passenger on 3XW4 steel behind NR44/AN2 to Melbourne on January 27, changing to NR100 for the trip to NSW overnight. A week later 2210 returned on a regular AK cars inspection run, working down from Albury on February 3 and heading west that afternoon and continuing to Tailem Bend the following day after an overnight stay at Inverleigh. An empty grain train ran as 2011 from Dry Creek, SA, to Dimboola AWB to load, arriving at dawn on March 9. The loaded train, 3012, departed westbound later that morning behind the impressive line up of CLP17/CLP14, crew car, ALF23/CLF6, obviously getting Victoria's annual ALF appearance over

with early this year! Another empty sleeper train was noted running east through Horsham, heading for Inverleigh, on the evening of March 10, behind GM43/CLP16/GM42.

The first and only GSR Southern Spirit train of the season from Alice Springs to Brisbane traversed the State during January, with NR85 working into Melbourne from Adelaide on 16 January and then heading north to NSW the following day. The same power returned west in the opposite direction on January 30 as 7MA9, having arrived from a layover at Broadford the previous morning as 4SM8. The two Southern Spirit NR class have also appeared occasionally on the Overland, with NR84 noted on 6AM8 and 7MA8 on February 19 and 27, respectively, as well as on 2AM8 on March 1; and NR85 from March 6 to 10. The Southern Spirit NRs also contributed to the freight task, with NR84 trailing Ghan liveried NR74 on 5MA5 on January 28 and NR85/AN6 on 6MA5 on February 19. In between these dates, NR84/AN4 worked into Melbourne on 2AM5 and returned to Adelaide on 3MP4 on February 2. Solo NR25 brought 3AM5 into Melbourne on March 2, returning that evening on 4MA5 behind NR19.

Another GSR train to visit Victoria was a diverted 6AS8 Indian Pacific from Adelaide to Sydney on February 12, due to a washaway on the Broken Hill line, arriving at Tottenham late evening to reverse, with NR26/DL48



giving way to NR52/NR45, on a double length consist. Other freights were also diverted, a couple being NR26/DL48/NR34 on 6SP6, observed at Dimboola on February 13 and 1PS7 on February 15, with NR99/NR92 giving way to NR79/NR41/NR101 for the run to Sydney after reversal at Tottenham.

## NORTH EAST REPORT

A nightly rail train to Donnybrook during the last week of January was operated in push pull mode by T342 and 4836, stabling at McIntyre during the day. After completing their Victorian duties, GL106 and 4836 ran back to Junee light engine on February 3.

The passing lanes at Tallarook and Kilmore East where commissioned during the first week of March, using El Zorro-liveried T342 as testing locomotive.

The first train since standardization departed Appleton Dock at 02.20 hrs on Sunday March 7, reaching Benalla around dawn for a crew change, before proceeding to Oaklands to load. An early afternoon departure had the train back at Benalla by early evening, however a line closure due to flood damage in the Avenel/Mangalore area overnight put paid to those plans, with the train delayed 24 hours at Longwood loop. The main line was also closed near Harefield in NSW due to washaway damage.

3M35 Ballast led by X45/X52, ran south from Junee to Avenel on the evening of March 8 to assist with rebalasting.

The introduction of DL class into the Appleton Dock/Leeton locomotive pool has seen some welcomed variation in the previously standard multiple G class on \_CM3/\_MC2 services. An unprecedented line up on January 14 found no less than three DL class trailing G542 on a late departing 5MC2, with colourful DL41/DL43/DL39 in NR/AN/PN liveries respectively, all running elephant style. The odd T class in transit to or from Junee also appeared, with 4MC2 of January 20 comprising of G/G/T/G. Another fine line up ten days later featured G542/G541/DL39/DL43 on 7MC2. The G/DL/G combination became commonplace, with G541/DL43/G531 noted on 3MC2 on February 9. It was back to triple Gs on March 4, with G542/G531/G530 in charge of 5MC2.

SCT commenced a short-term contract of shipments for Heinz between Laverton and Brisbane from early February, using QRN services to facilitate the move. The first rake of seventeen vans was picked up from Laverton by LDP004/LDP006 on February 1 for transfer to North Dynon. Here G516 was added behind LDP006/LDP004 for an express run to Brisbane on 2MB7. The vans returned on the 5BM7 service early on February 6. The following week 2MB7 departed

behind LDP008/LDP001/CLF7 with 14 SCT vans ahead of the normal QRN loading, returning as with LDP003/LDP007 on 5BM7 on February 13. By the following week the number of vans had reduced to six, the incoming rake on 5BM7 on February 20 being tripped to Laverton by local QRN pilot 42206. Former ARG 2202 ventured back to NSW on March 1 behind LDP008/LDP006 departing North Dynon on 2MB7.

The "Apex" stone train from the Hanson quarry at Kilmore East ran with G524 and T400 for several weeks from mid-February and into March, due to compressor issues with G524, the T on board to provide a reliable air supply. In a surprise move, A85 was added between G524 and T400 on the return of the empty Apex from Geelong to Melbourne Yard on March 5.

Tocumwal goods 9354 was in the hands of A81/XR557 on January 20, while northbound 9353 was noted behind P22/P20/A81 at Sunshine on Sunday February 14, the first day of the new timetable, which has 9353 departing Appleton Dock at 1830hrs, Sundays, Tuesdays and Thursdays returning from Tocumwal departing at 1545hrs on Mondays, Wednesdays and Fridays. G527 was joined by the two P class on 9353 on February 25 and again on March 4.

*With thanks to Frank Hinde, Tony Deppeler, Ted Payne and Graham Elliott.*

On the balmy evening of Mon 25 January 2010, X41, P22, and P20 lead 9354 goods from Tocumwal round a curve near Strathmerton. Further loading awaits pick up at Mooroopna before continuing to Appleton Dock.  
Photo by William Arkell





# Queensland

Electric locomotives 3830/3708 and remote 3720 work an empty coal train through the canefields near Yukon on Sunday 10 January 2010. At this time, electric loco 3830 had only just entered service with QR National.  
Photo by Matt Green



## CENTRAL REPORT

PN Coal ran its fourth electric consist on 2 January with 7115/ 7114/ 7106 running as L736 from Jilalan to Moranbah. It didn't load until 9 January when 7115/ 7114; 7106 departed Moranbah with E764/ EA64 empties for Moorvale, travelling via Blair Athol Mine to turn first. It became the seventh PN coal service. The four electric consists, at this time, were 7104/ 7112; 7108, 7105/ 7113; 7102, 7111/ 7101; 7110 and 7115/ 7114; 7106. 7103, 7107 and 7109 were spare. On 6 January 8311 hauled 76 new NHAH out of Gladstone as 9741 for Moranbah, stowing at Blackwater overnight.

On 6 January 2477D/ 2100H departed Jilalan as L710, shunted Waitara, and then continued to Moranbah to attach defective hoppers before returning to Coppabella as 9J11. The next day these locos departed Coppabella as L410 to Norwich Park to recover defective 3160. As 9W11, it departed Norwich Park for Coppabella where 3160 joined 3277 already there. On 8 January, E1C2 (3140/ 3103/ 3422; 3408/ 3136 (ELRC 136)) derailed at Saraji balloon before daybreak but only with mid train 3136 and 3408 coming off. The train, now as

EGA3, departed about 23:00, with only the ELRC in the middle, and the rear half empty. EGA3 was split at Coppabella, 3140/ 3103/ 3422 working the front 60 wagons to Jilalan. On 9 January, 3275 ran as L112 from Coppabella to Saraji to recover 3408 and 3136 and return them to Coppabella as LW13. From Coppabella early the next day, 3104/ 3275/ 3408/ 3136 (ELRC 136) worked EGB3, the second half of the split train from Saraji, to Jilalan where the two halves were rejoined. On 12 January 2477D/ 2100H worked 9J11 hospital train from Coppabella for Jilalan, with 28 wagons, 3160 and 3277. A further two wagons were attached at Mindi. 16 empties were detached at Waitara, and 4 defects attached, arriving at Jilalan with 18 wagons and 2 EL. 3160 re-entered service on 17 January at Jilalan following repairs.

On 15 January, 6243, hauled by 2845, arrived at Yukon to detach 3831, 3832 and 3742. Two days later, 3831, 3832 and 3742 were moved from Yukon to Jilalan, along with PN 7115 on SJ41 hauled by 2470D/ 2476D. The same shunt moved 3277 to Yukon for transfer to Townsville. Also on 17 January, 3829 commenced coal use with 3829/ 3707 replacing

3730/ 3724 on the lead of EG61 Norwich Park to Hay Point coal at Jilalan for the trip to the port and return. 3741 commenced coal use on 22 January, on EQ76/ EG77 Bidgerley to Hay Point service 3702/ 3741; 3721). On 31 January, flooding was being experienced in Jilalan yard and by midday, the Goonyella and Newlands Systems were being shut down due to weather conditions. Hay Point also ceased unloading.

3742 commenced coal use on 10 February on E766/ EV67 Blair Athol to Dalrymple Bay service (3742/ 3701; 3721). 3546 went vehicle on 8G16 from Yukon to Gladstone, en route to Maryborough. On 11 February, 3528 arrived at Gladstone on 8355 freight and was transferred to Callemondah. 3546 departed Rockhampton for Maryborough vehicle on 8776. On 15 February, 2172F worked a daily tutor train from Mackay to Mount McLaren and return, using 41 VGH grain hoppers. 6704/ 6Z05 had commenced running on Friday 12 February. Flooding continued to impact Central Queensland, with Jilalan to Hay Point and Dalrymple Bay closed on 18 February until mid afternoon. On 23 February, 3831 commenced coal use on ER78/ EV79 Burton to Dalrymple Bay service (3710/ 3831; 3721).



Only 7 3200 class remain in coal use as of 26 February - 3221, 3222, 3253, 3274, 3275, 3280 and 3281. 3832 commenced coal use this day on E710/ EV11 Blair Athol to Dalrymple Bay service (3832/ 3738; 3803). On 5 March, 3743 commenced coal use on EQ86/ EG87 Bidgerley to Hay Point service (3743, 3832; 3719).

In the far west, the closure west of Emerald was extended to at least 15 January. 2497H worked 0W50 ballast, 11 VBO and plough from Alpha to Barcaldine on 7 January to repair washout damage. On 9 January, 2323/ 1736 worked a PW57 Spirit of the Outback from Brisbane for Emerald, using a set of 11 cars. The normal SOO was still stuck at Longreach. On 17 January, the Barcaldine to Longreach section was reopened with 2323/ 1736 hauling a 9 car 3W56 into Longreach, joining the stowed 3W56 SOO there. On 18 January, 2323/ 1736 worked the first Spirit of the Outback ex Longreach since 28 December, with a 21 car consist of the original and replacement sets. The hauling locos of the original train, 2410D and 1733, returned vehicle on 6391 behind 2497D. On 31 January, 3W56 (2323/ 1730) terminated at Barcaldine, due to renewed flooding on the section to Longreach. 6W46 was held at Emerald.

In the Blackwater system on 7 January, the last running 3600 class, 3631, was withdrawn from traffic to commence its conversion to 3531. 3535/ 3631; 3554/ 3511 worked EK19 Kinrola empties out of Callemondah on 6 January, loading and returning as EF19 for RG Tanna. After ED19 empties arrived back at Callemondah yard, 3631 was removed in preparation for its journey to Rockhampton. The same day, 3550 commenced coal use, on EB25 Curragh empties (3550/ 3539; 3542/ 3561). On 11 January, 3631 went to Rockhampton on 6381 behind 2489H/ 2273 with other vehicles 4004, 2183D, 3503, 3569, 3504 and 3509.

On 8 January, 4103, lead loco on 9F67 Kinrola to Golding coal (4103/ 2275; 4115/ 4036) failed between Warren and Kabra. The train reached Kabra where 4103 was placed in a siding. 4124/ 4028 ran LE69/ LE70 light engine from Callemondah to lead the train later that night. 4103 was recovered on 10 January when 2209D/ 2207D ran LE31/ LD32 from Callemondah to Kabra and return. On 12 January 3925/ 3930 ran GE14 light engine from Warren to Edungalba to assist 9F51 Kinrola to Golding coal (4002/ 2275; 4015/ 4121) to Westwood. The two 3900s returned from Westwood to Warren to stow.

On the afternoon of 19 January, 4002 derailed on 9U44 (4002/ 2275; 4015/ 4114) on the Up road at Grantleigh. The next day, 2275 towed 4002 from Grantleigh to Rockhampton. 4026/ 2274 ran LE49/ LE50 light engine from Callemondah to Grantleigh to take over the lead of the train, departing late afternoon with 9E54 to Ensham. On 20 January 3506 went vehicle on 8G16 from Rockhampton

to Gladstone following completion of its overhaul on Tuesday 19 January.

Further south in the Moura system on 7 January, 4130 commenced coal use on 9WK1 Boundary Hill empties (4130/ 4020/ 4104) departing South Gladstone before returning with 97K2 for Comalco at Mount Miller. On 11 January, 4005 failed in the remote loco position of 9FJ4 Moura Mine to Golding coal (4008/ 4013; 4005) at Annandale. 4007/ 4103 ran LQK9 light engine from Callemondah to work 4005 and the front 44 wagons as 9FJ4 from there 12 hours later. Earlier, 4008/ 4013 had hauled the rear 40 wagons to Callemondah as 9FM4. On 14 January, 4128 commenced coal use on 9WK5 Boundary Hill empties (4128/ 4117, vehicle 4008) departing Callemondah, and returning with 97K6 for Comalco Mount Miller.

During the evening of 2 February in the Gladstone to Rockhampton section, the driver of a late running P301 reported floodwater over the track on the Bajool to Archer Up road at Oakey Creek. 87P0 (PN007) also reported water over the Down road. Ballast was washed away on both tracks at approximately the 613.50 km Archer-Bajool section. 87P0 was still waiting flooding to subside at day break, while E536 was stowed at Raglan (3525/ 3536; 3541/ 3559). On 3 February, the Central Line and NCL from Gladstone to Rockhampton were still cut, but re-opened in the afternoon. The NCL was also closed at St. Lawrence where 2487H/ 2498H/ 2489H had worked 0PB4 Ballast, 26 VBO and plough from Mackay for track restoration duties. Elsewhere, flooding

had closed the Quilpie, Clermont and Rolleston branches, and the Moura Short Line was still closed. On the latter, loaded Barney Point train 9PK6 (4128/ 4117) was stowed at Mount Rainbow, and a Moura empties distributed power train 9QK9 (4023/ 4013; 4109) at Fry. Both trains recommenced later that day.

On 4 February, Traveltrain service, P902 (2196F) departed Rockhampton at 07:15 to recommence passenger train service on this section of the NCL. On 7 February, 3743 went vehicle behind 2191F from Rockhampton to Yukan on 6U43, consisting of empty coal hoppers. It was transferred to Jilalan later in the day. On 8 February, the Central Line at Bushley did not re-open until about 23:00 when 8313/ 8309/ 8303 arrived from Kabra as LE78 to attach the remainder of 9F51 and tow it west to Westwood, where it was stowed in the middle loop. 9F57 Rolleston to RG Tanna coal (4047/ 2262; 4008) was one of the first through, passing Warren shortly after 23:00. It was followed east by 9F01 Kestrel to RG Tanna (8305/ 8310/ 8312), but not before 8304/ 8301; 8308/ 8306 had worked 9Y84 out of Gracemere to Wycarbah. Only one line had reopened. On 9 February, 9F51 resumed its journey to the port from Westwood, but only made it to Gracemere, where it was stowed. It continued the next day to Callemondah, reaching RG Tanna to unload. Meanwhile, the PNC triple header diesel consist was built up to a full size consist. 8305/ 8310/ 8312 ran LGP2 light engine from Callemondah to Gladstone, returning with 9DP1 as 8305/ 8310; 20 NHAH, 8312/ 8308. They then proceeded to



Around 01:40 on 2 February a loaded Pacific National Coal service derailed at Bushley (between Wycarbah and Warren on the Blackwater system), blocking both tracks. Heavy rain had been reported in the area earlier. The consist was 8309/ 8313/ 20 wagons/ 8302/ 8307/ 80 wagons. 8309/ 8313 and 4 wagons remained on track, stopping just west of the Brickworks Road level crossing. The next 16 wagons were over both tracks and piled up mainly over the culvert, at about 33.09 km, having taken out some masts as well. 8302 was derailed on the front bogie and hard against a wagon perpendicular to the track. 8307 was still on track, as were the remaining 80 wagons. All locos remained upright.  
Photo by Bruce Russell





PN Coal runs three diesel consists in the Blackwater system. Two consists are made up of 100 wagons with two locos upfront and two locos mid train. The other consist, pictured here, is made up of 80 wagons headed by 3 locos with no mid train units. The other two locos of the fleet are spare, and kept for shunting duties or wagon deliveries between Gladstone and Moranbah. On Saturday 6 March 2010, 8303/ 8313/ 8309 haul loaded coal 9F10 through Epala towards Callemondah after waiting at Raglan for a road to the port.  
Photo by Bruce Russell

make up a 100 wagon train, which departed as 9643 for Oak Creek.

On 16 February, 4128 worked the 23 wagon East End to Fishermans Landing limestone train, taking over from 2195F/ 2161D. 4048/ 2261; 4130/ 4045 terminated 9U84 at Memooloo, due to heavy rain and flooding near Rolleston. On 17 February, 2323 on PW56 (2323/ 1720) failed between Wycarbah and Westwood. The locos off 0383 (2496H/ 2488H) hauled the train through to Emerald, where it terminated on arrival, due to flooding further west. Later in the day PN008 failed on 8CP1 between Parkhurst and The Caves. PN010 had arrived on 87P6 at Yaamba where it stowed its train to rescue 8CP1. PN010 leading PN008 continued on 8CP1 to Townsville, leaving 87P6 stowed at Yaamba. PN005/ PN007 arrived at Yaamba on 18 February on 87P4, detaching PN007 to work stowed 87P6, and departing half an hour later. PN007 worked 87P6 south 20 minutes later.

On 18 February, flooding continued to impact Central Queensland with the line to Moura Mine washed out at 180.750km - 180.772km and 186 km the previous night. The Bogantungan to Drummond section on the Central Line was close, due to a rockfall, and later in the day, the Blackwater coal system was shut down due to rising water. The Moura System was similarly closed a few hours later. On 24 February, 3528 commenced coal use on EB79 Curragh empties from Callemondah, hauled by 3528/ 3566; 3526/ 3522.

On 26 February, 9U84 was still stowed at Memooloo. This day is the 50th anniversary of the Medway Creek disaster near Bogantungan.

Ironically, 2196F/ 1761D on the Spirit of the Outback were stranded at Longreach. Eastbound SOO 3959 had been cancelled at Barcaldine after arriving the previous day, returning to Longreach, due to flood damage ahead. On 27 February, 2196F/ 1761D worked 4959 empty cars from Longreach to Emerald to form P959 from Emerald on 1 March.

2199F/ 2494H worked 6752 ex Rockhampton on 2 March with vehicle 2268 for Redbank. 4129 was attached at Gladstone for warranty repairs at Downer EDI Rail at Maryborough. Biloela train 8V33 is now terminating at Gladstone as 8G33. Containers are making the trip to Biloela and return by road. The last 8V33 to run to Biloela was hauled by 2482D on 23 February, returning with 6868 freight.

On 5 March, 3925/ 3930 ran as GE08 from Warren (old Stanwell) to Tunnel, attached 30 loaded wagons from 9F87, and proceeded to Callemondah as EFF7. The wagons had been detached on the Edungalba to Tunnel section due to remote loco 4123 failing late at 4 March. 9F87 was enroute from Lake Vermont to RG Tanna with 4040/ 2260; 4123/ 4010. The stowed consist at Memooloo was recovered this day with 4018/ 4011 departing Callemondah as LU03 to Memooloo. On 8 March, 3521 went vehicle on 8G16 from Rockhampton to Gladstone, following overhaul completion on Friday. Only 3531 remains to be completed.

## NORTHERN REPORT

On 22 January, the Innisfail to Cairns corridor was closed following the passage of 3C37, due to heavy rain. 2809 failed on 8G16 at Gumlu due

to ground relays. Vehicle loco 1759D was used to power the train from there. 2172F was added at Mackay to assist. On 30 January PN009 on 82P3 was losing power on the Farleigh to Aminungo section. The train terminated at Merinda a few hours later. Many NCL services were being stowed due to the closure at Ayr.

On 1 February, the North Coast Line was still closed at Ayr with 2355/ 2473D stowed there on 8279, which had arrived from Mackay on 31 January. The southbound Sunlander, 3936, stowed at Townsville, after arriving on 30 January. 8CP1, worked by PN013, terminated at Merinda on 31 January. The Cairns Tilt was at Mackay, having arrived on Saturday 30 January. 82P3 (PN008) was also there, having arrived later that night. 2194F/1754D worked P936 out of Townsville at 16:37 on 4 February, marking a resumption of Traveltrain services on this corridor. On 8 February, 2193F/ 1724D worked vehicle 2191F (for Rockhampton) and 18 MO molasses wagons (for Kingsthorpe) out of Townsville Jetty as 6786.

On 17 February, 2193F/ 2305 worked a one-off Coke Breeze train from Bowen Cokeworks to Abbot Point. They departed Pring as 9Q75, loading 20 VALQ/ VAZQ/ VAZQB during the day, to run as 9A77 to Abbot Point to unload, returning to Pring as 9P78. The old QRX sidings on the Bowen Branch have been removed (as of 18 January), resulting in the branch only servicing the Coke Works. Water also cut the NCL between Merinda and the next loop south at Mookarra. 87P2 (PN012) and 8798 (2849) were noted stowed at Merinda. Longford Creek to Merinda was closed until 19 February after ballasting work. 2309/ 2172F worked 67B0 ballast, 24 VBO from Mackay, to load at Waitara for Wathana, returning as 6UB1. On 23 February, 2305 continued in Newlands coal traffic since its Coke Breeze working on 17 February. 2270/ 2159D/ 2305/ 2182D departed Newlands on 9A33 coal for Abbot Point. 2816 worked 8796 out of Townsville on 2 March, with vehicle DFZ 2406 for Redbank. DFZ 2407 followed on 4 March on 8796 from Townsville behind 2804.

## SOUTHERN REPORT

The next order for new 4100 class was placed on 5 January for 35 locos, and not 42 as originally quoted. On 14 January, 2010, 2196F worked 6243 from Brisbane, with the consist of 1761D (for Maryborough), 3831, 3832, 3742, HSAC and BCZY. 2847 on YC49 failed at Gundiah on 16 January. The locos off 7339 (2196F/ 1769D) were used to rescue the train, and later continued working the train through to Cairns. 2315 was used to work 7339 from Gundiah. It had been transported from Normanby to Gundiah vehicle on 6289 empty molasses, hauled by 2371. On 19 January, 9807 (2321/ 2390) stalled between Laidley and Yarongmulu due to second loco 2390 shutting down. 9891 (2348/ 2361) stowed at



Laidley and banked 9807 to Grandchester, then returned to Laidley to continue 9891. 2332/ 2366 ran L507 light engine from Toowoomba to Grandchester to rescue 9807, with original locos 2321/ 2390 running as L807 light engine from Grandchester to Fisherman Islands.

On 21 January, 2492H worked VSO 47553 as 9E88/ 9889 from Fisherman Islands to Ebenezer and return for payload testing. VSO 47553 is the close coupled coal wagon set built some years ago by Redbank Workshops, and has been tested a number of times around other coal lines. It was originally built for the south Queensland coal traffic to increase the payload compared with the same length standard coal consist. On 25 January 2333 entered Redbank for overhaul. 2389 worked the first P301 Tilt Replacement service from Roma Street to Rockhampton on 27 January, the start of a two month maintenance window.

On 28 January, 2194F worked 6243 ex Acacia Ridge, with 3833 vehicle and ISG wagons. At Pomona, it crossed 8874 (2473D/ 1756). 3833 was later detached at Rockhampton. 2170D working 8844 freight failed on the approach to Littabella on 30 January. PN011 on 87P0 freight was used to assist 8844 to clear into Littabella where it was stowed. By this stage, Y375 had stowed at Avondale, with its loco 2805 running light engine from Avondale to Littabella to rescue 8844, and continue to Brisbane. 2807 was sent from Rockhampton to work Y375 from Avondale. Y375 freight departed Avondale nearly 9 hours late.

On 4 February, 2387/ 2501D worked PC37 out of Roma Street at 13:25, the first since 28 January (a week ago). 2313D was ex overhaul at Redbank on 8 February, and commenced coal service the next day, on 9E02/ 9803 Ebenezer to Fisherman Islands coal, hauled by 2313D/ 2366. 1620 departed Mayne on 9 February, with 6421/ 6022 freight to Gympie with 4 HSAH wagons to load coal.

On 10 February, 1724D/ 2193F worked 6D86 freight away from Acacia Ridge. Eight wagons derailed on 6825 Goondiwindi to Fisherman Islands Cotton (hauled by 2480D/ 2493H) at 216.500km Clifton to Hendon section at night. The lead portion of the train (locos and first 21 wagons) continued at near midnight. 2170D/ 1735D worked 8355 freight from Acacia Ridge, attaching 3528 at Maryborough West for delivery to Gladstone. PN007 worked 8UP9 ex Moolabin on 11 February, with vehicles 7117 and 7118 for Yukan. On 12 February, 3546 arrived at Maryborough West for overhaul, and was later moved to Bowen Street. Only 3540 and 3544 remain in traffic from the 3500 class. On 25 February, 2371/ 1744D worked 8874 south through Beerwah, with 2100H vehicle for Redbank. 2315 worked P902 RTT replacement from Rockhampton. On 4 March, 2816 worked Y243 north of Brisbane, with vehicle 3744. 3744 was at Jilalan the next day.

## SOUTH-WEST REPORT

2352/ 2347, with vehicles 2303 and 2355, arrived at Goondiwindi LH16 light engine from Toowoomba on 5 January in early morning darkness. Around daybreak 2352/ 2347 hauled 6H16 empty grain west to Thallon. The other two locos were to work a subsequent 6H36 grain service to Thallon on Wednesday. Later that afternoon, the fourth last wagon (VAJQ 40439) derailed on 9859 (hauled by 2351/ 2302) on the Rangeview to Spring Bluff section. It was rerailed later that night, after the last five wagons were detached. 9859 had resumed its journey with 36 wagons earlier. 2412D/ 2490H ran as L601 from Toowoomba to Spring Bluff, returning as 6602 with the five detached wagons. Track repairs were completed the next day. The Westlander was cancelled as a result, with 2480D/ 1730 on 7086 from Acacia Ridge to Mayne returning as 4007 to Acacia Ridge with the 5 QLCP wagons.

On 11 January mid afternoon, the rear wagon (VGHM 37690) on 38 wagon 6879 grain (hauled by 2355/ 2353) derailed on the Tara to Kumbarrilla section. The train departed the site after darkness, leaving the wagon to be rerailed on Tuesday. The next day, 1723D/ 1743D worked 2 VGHM and 1 VGKM as 6G90 from Toowoomba for Kumbarrilla, to recover VGHM 37690 from the previous day's derailment. The wagon was rerailed mid afternoon, with return 6691 departing about two hours later for Toowoomba with 4 wagons.

## WESTERN REPORT

On 4 January, the Quilpie Branch was closed beyond Coolbinga due to washouts and flooding. On 1 February water was over the line between Cooladdi and Cheepie on the

Quilpie line again. The Westlander, 3907, had run from Charleville on 3 February with 2481D/ 1753 hauling. On 9 February, Quilpie Branch services were cancelled due to flooding and on 16 February, closure was extended to the end of March. At press time this closure was extended well into April.

## NORTH-WEST REPORT

On 5 January, 2813/ DFZ2406 hauling 6M54 freight departed Stuart with vehicle 2832. The next day, the Cloncurry to Mount Isa corridor was closed due to flooding at 17:00. A couple of the remaining 2100s were in the north-west in early January with 2211D/ 2123F hauling 6M54 freight westward out of Stuart on 7 January, with 2831 vehicle for Hughenden. On 10 January, 2823/ 2111D worked 6M54 freight away from Stuart, with vehicles 2828 and 2822. TCWA 1 was on the rear, for Cloncurry. Instead of the usual cattle wandering onto tracks, 9Y91 empty acid with 2815/ 2830 collided with two camels between Malbon and Marimo on 16 January, but damage was minimal. On 25 January, TCWA 1 was noted in use on Cloncurry area ballast train 0HB1/ 0EB2 (hauled by 2842) for gang accommodation. On 6 February, GAZ 38885, 39th wagon on 9247 Yurbi to Townsville Jetty ore (hauled by 2845/ 2848), derailed while passing through Prairie mid morning. About 2.5km of track was damaged. 2803/ 2497H worked 9T90 acid (26 wagons) from Stuart SunMetals on 18 February. It was held at Charters Towers due to flooding further west.

*With thanks to Bill Dunn, Arthur Shale, Tony Wells*



... Mackay shunt loco 1742D was used to transfer 10 empty PCUM sugar boxes from Mackay to Mackay Harbour on the afternoon of Thursday 4 March 2010, as train 6Z61. Another 10 empty PCUM sugar boxes were conveyed on the return working, seen above, as train 6US2. The sugar boxes were undergoing inspection at Mackay in preparation for the 2010 sugar season.  
... Photo by Carl Millington



# South Australia

Crawling upgrade around the famed Callington curve on the eastern flank of the Adelaide Hills, CLP16, 705, 2214, 703, CLP8, GM47 and GM42 haul 5R82 grain enroute to Port Adelaide for discharge on Thursday 18 February 2010.  
Photo by Andrew Rosenbauer



## METROPOLITAN REPORT

As part of Trans Adelaide's upgrade of the Port Adelaide viaduct, GWA operated a loaded rail train on behalf of DTEI on 13 January. 703 and 705 top and tailed eight AZRL wagons to the Pt. Adelaide A Cabin Junction on the closed Rosewater loop. Another infrastructure movement for Trans Adelaide occurred on 22 February when 705/ CLF5 hauled 40 loaded concrete sleeper wagons to Osborne for unloading as 2Y01/ 2Y02. These sleepers had come from Inverleigh in Victoria and are currently being stockpiled at Osborne. Also on the same day, 2E52 loaded Penrice stone train departed Dry Creek behind 831/ 844/ 704/ 841. 831 was heading to Osborne to replace 843 as the local shunt locomotive. The return movement from Osborne, 2E51 was worked by 841/ 704/ 844/ 831 to Dry Creek. 844/ 704 then worked the stone train the next day.

## SOUTHERN REPORT

2PM6 departed Islington on 4 January hauled by NR53/ NR67/ NR56. Unfortunately the train stalled between Belair and Mt. Lofty due to locomotive problems. Light engines NR82/

NR119 worked light engine from Islington and coupled to the rear of the train before hauling it back to Belair. After crossing a few trains, NR82 was placed in the lead of 2PM6 allowing NR119 to head light engine back to Islington. On 13 January, GWA conducted a locomotive move from Dry Creek to Tailm Bend for temporary storage. Engines CLP17/ CLP14/ CLP8/ GM43/ GM42/ GM46/ GM47/ 2212 made the move as train 4R81. But the storage was short lived with CLP8/ GM46 returning to Adelaide the next day as 5R82. They were required for ballast train duties on the Darwin line due to a wash away. CLP14/ CLP17 departed Tailm Bend on 15 January when they lead SCT001/ SCT002 on 5MP9 to Adelaide. 2K41 empty Loxton grain departed Adelaide on 18 January hauled by 2210/ 2216/ ALF18. Whilst enroute to Belair, ALF18 became a total failure. On arrival at Tailm Bend, ALF18 was detached and 2212 attached for the trip to Loxton. The return train, 3K42 departed Tailm Bend hauled by ALF18/ GM43/ GM42/ 2212/ 2216/ 2210. The two GM's were returned to Tailm Bend the next day on another empty grain service. During mid January, SSRS

operated numerous ballast trains out of Callington on the South line using NA1874/ 8044. On 22 January, P&O service, 5MA2 hauled by G515/ HL203 came to a halt near Mt. Lofty after it was feared HL203 might run out of fuel. Light engine B76 worked from Islington Workshops to Mt. Lofty and assisted the train to Pt. Adelaide.

On 15 February, QRN service 2AM6 departed Pt. Adelaide hauled by 6001/ 6004/ CLP9. The train came to a halt near Bridgewater with brake problems but whilst stationary, persons unknown uncoupled the last few trailing wagons. When the train departed the crew was unaware at first until they were near Balhannah and were still occupying the section. Due to the trains length it continue to Monarto South whilst in the meantime, CLP16/ CLF6 were taken off 2Q82 loaded grain train at Mt. Barker Jct and used to retrieve the offending wagons and haul them through to Balhannah. The two engines then returned to their train and continued to Adelaide. 2AM6 was stabled at Monarto South allowing the engines to return to Balhannah to pick up the wagons before heading back to Monarto South and continuing to Melbourne.



On 22 February, 2R81 empty grain train to Tailm Bend was worked by CLP17/ CLF6/ GM42/ GM47. The return train, 2R82 attached GM43 at Tailm Bend for the return trip. Later that week on 26 February, 5Q81 empty grain train to Wolseley departed Dry Creek with CLP17/ CLP16/ crew car ECA98/CLP14/ CLF6 hauling 40 empty hoppers. At Mile End the train attached 23 loaded concrete sleeper flats and a van bound for Keith where they were detached. The sleepers are for the new crossing loop at Keith being constructed immediately west of the current one. Later that night, 6L51 empty Pinnaroo grain departed Dry Creek hauled by 703/ 705/ 2210/ 2214/ GM47/ GM43/ GM42 and 38 hoppers. The GM's were detached at Tailm Bend for storage allowing the remaining engines to continue to Pinnaroo and return to Adelaide.

On 1 March, 1Q81 empty Wolseley grain departed Adelaide hauled by 703/ 2210/ CLP16/ CLP8/ ECA98/ CLP14/ CLF6 and 40 hoppers. 703/ 2210 were detached at Tailm Bend. The return train, 2Q82 attached the empty sleeper wagons and van at Keith and hauled them through to Tailm Bend where they were detached. 2Q82 then continued to Adelaide while 703/ 2210 hauled 15 of the flatcars to for loading at Mindarie with containers as 2K21. This was the first Mindarie sand train since November and is also due to be the last one. The return movement 3K22 attached the remaining 8 flatcars and the

van at Tailm Bend before continuing to Adelaide. 5K11 empty Karoonda grain departed Adelaide on 4 March hauled by 703/ 2210 with 40 hoppers. The return train, 5K12 attached GM42/ GM43/ GM47 to the lead at Tailm Bend for the trip to Adelaide. Also on the same day, 5MA8 The Overland hauled by NR39 encountered locomotive troubles near Wolseley. On the cross at Wolseley with 2PM5 hauled by NR53/ NR103, NR103 was added to 5MA8 and both trains continued. GWA operated a grain service to AWB Dimboola on 8 March when CLF6/ ALF23/ ECA98/ CLP14/ CLP17 departed Adelaide hauling 40 empty hoppers as 2011. Once loaded, the train returned to Adelaide the next day as 3012. On 10 March, GWA operated another sleeper train to Inverleigh in Victoria. 4061 departed Dry Creek with GM43/ CLP16/ GM42 providing the motive power.

### NORTHERN REPORT

On 22 December, PPL service 7119 arrived in Pt. Pirie hauled by 1873/ GL108. Whilst there it was discovered that GL108 had suffered a suspension bearing failure. Light engines B76/ TL152/ TL155 departed Islington Workshops light engine for Pt. Pirie but between Two Wells and Mallala TL152 suffered a seized traction motor which started fires along the track. TL152 was detached at Mallala and the engines continued to Bolivar where 103 was attached for the trip to Pt. Pirie. Later that day, 7116 departed

Pt. Pirie for Bowmans hauled by 103/ B76/ TL155/ hauling GL108/ 1873. GL108/ 1873 were later forwarded to Islington Workshops. Heavy rain and flooding on 1 January resulted in the track being closed between Yunta and Broken Hill. Numerous trains were delayed or cancelled. 6AS8 Indian Pacific was halted at Yunta and the passengers bussed to Sydney while the train returned empty to Adelaide. The line was reopened after a few days with one of the first trains through being a combined 6NY3 and 7NY3 on 4 January hauled by NR41/ NR113/ NR104/ NR29 with a total of 114 vehicles. The line was also cut twice more near Jamestown and also Hillgrange during late January and also February which resulted in the track being closed once again.

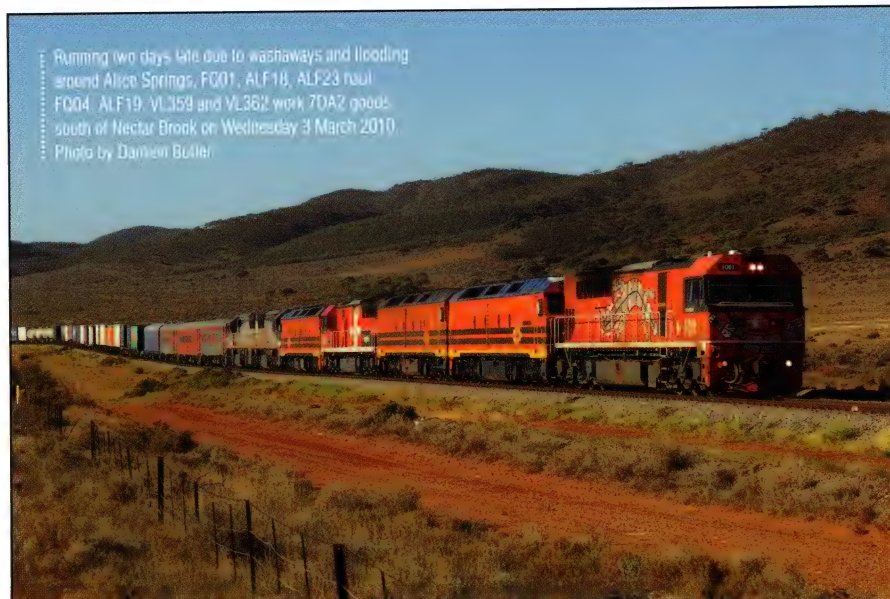
An interesting movement occurred on 6 January when ALF21/ ALF24 hauled 91 empty hoppers from Dry Creek to Winninowie and return as 4S41/ 4S42. The purpose of the movement was to run the wagons through the bearing monitoring equipment at Nectar Brook. Also that same day, 2DA2 arrived in Adelaide hauled by FQ03/ ALF23/ EL57/ EL63. QRN service 3PA1 arrived in Adelaide the next day hauled by G534/ CLF1/ 2204/ CLP10. The first working of GSR's Southern Spirit occurred when NR85 departed Adelaide hauling 2AL8 bound for Alice Springs on 11 January.

Freightlink service 6AD1 hauled by FQ01/ ALF18/ EL57 on 16 January was enroute near



Returning to Adelaide after its maiden journey to Brisbane, The Southern Spirit hauled by NR85 is seen here working upgrade near Callington on Saturday 30 January 2010.  
Photo by Bob Grant





Running two days late due to washaways and flooding around Alice Springs, FQ01, ALF18, ALF23 haul FQ04, ALF19, VL359 and VL362 work 7DA2 goods south of Nectar Brook on Wednesday 3 March 2010. Photo by Damien Butler.

Pimba when ALF18 failed. The train crawled to Wirraminna where it crossed 6DA2. ALF18 was detached and attached to 6DA2 with CLF6/ FQ03. FQ03 was later detached at Pt. Augusta for attention in the workshops. On 5 February, 6U11/ 6U12 Gladstone grain was worked by CLP14/ CLP16/ CLP8. Later that night, 5NY3 arrived in Pt. Augusta behind NR12/ NR63/ 8229/ 8011.

On 6 February, 2212 departed Adelaide hauling the AK test train on its journey west but issues with 2212, 7AD1 departed Adelaide with FQ02/ ALF18/ 2210. 2210 then replaced 2212 for the journey to WA and NT on the AK test train. 2212 was later returned to Adelaide. Also during that week, SSRS hired GM38 to work with NA1874 on their infrastructure trains for ARTC.

Due to washaways on the Broken Hill line, 7PG1 was diverted to Adelaide on 15 February. The next day, 3AG1 departed Adelaide for Parkes behind SCT003/ SCT006. On 23 February, 3AD1 departed Adelaide hauled by VL354/ VL359/ GM45. GM45 was destined for Darwin to replace GM46 as the ore shunt engine.

CFCLA locomotive TL152 was finally collected from its resting spot at Mallala on 25 February when it was hauled to Bowmans on 5121 behind 103/GL108. The next day, whilst being hauled to Adelaide on 6114 is suffered another seized traction motor and had to be detached at Bolivar on the goods siding. It still remains there at the time of writing. Also on the same day 6U11/ 6U12 Gladstone grain was worked by CLP14/ 2207/ GM42/ GM47 while NA1874/ 80s1/ 8044 departed Whyalla with an infrastructure train bound for the Nullarbor. 6DA2 arrived in Adelaide on 28 February behind the unusual combination of GM46/ EL64/ VL354/ FQ02. On 2 March, 3XW4 departed Pt. Augusta behind NR4/ V544. V544 was heading to Adelaide to visit the wheel lathe.

Due to washaways on the Darwin line north of Illoquara and flooding in Alice Springs, 5AD1, 6AD1 and 7AD1 all ended up in Alice Springs at the same time along with 7DA2. A two day late running 7DA2 departed Alice Springs on 2 March hauled by FQ01/ ALF18/ ALF23/ haul FQ04/ ALF19/ VL359/ VL362 and included four crew cars on the 1800m train. The next day, 4AD1 departed Adelaide hauled by FQ02/ EL63 but FQ02 failed by the time Bolivar was reached. On the crossed with 7DA2 at Bolivar, FQ02 was swapped places with ALF19 on 7DA2 and

both trains continued. It is very rare occurrence to have three out of four FQ's on the same train at once. On 6 March, 7AD1 departed Adelaide hauled by FQ01/ VL354/ CLF5/ ALF18 with two crew cars. FQ01/ VL354 were then used to work 2N51/ 2N52 ballast train from Alice Springs to Illoquara and return on 8 March. The line reopened the next day with 3LD1 being the first train through hauled by CLF5/ ALF18. On 9 March, 3V71/ 3V72 Snowtown grain was worked by GM47/ GM43/ GM42.

Eyre Peninsula Report The grain movement is in full swing over on the Eyre Peninsula division with two trains running nearly every day. On 3 January, 1603 worked light engine from Thevenard to Pt. Lincoln as 1CP2. 1603 returned light engine to Thevenard as 6CP1 on 15 January. 1603, 1606, 850 and 873 were the four engines based in Thevenard for the gypsum train during January to March. On 17 January, 1204/ 848/ 906/ 859 worked 1AE1/ 1AE2 Cummins grain. Also that same day, 905/ 842/ 851 worked 1BG1/ 1BG2 grain to Kimba. 7AE1 7AE2 to Cummins on 23 February was worked by the all ALCo combination of 905/ 906/ 842/ 851. Another quad ALCo working to Cummins occurred on 13 February when 905/ 848/ 842/ 859 worked 7AE1/ 7AE2. On 2 March, 905/ 842/ 859/ 1601 worked 3CF1/ 3CF2 grain to Kyancutta. This was the first working of 1601 after quite a few months of being out of service. Two days later it worked 5BC1/ 5BC2 grain to Rudall with 1203/ 905.



Due to a washaway at the 1577km approx 13km north of Illoquara Loop in early January 2010, FreightLink in conjunction with GWA ran a ballast train to replace the ballast that was washed away. Ballast was loaded at the 1357km approx 20km north of Alice Springs on Saturday morning 16 January. Run as a relay service 7N51 to Illoquara Loop consisted of CLP8, GM46, crew car ECA98, CFCLA ballast hoppers and GWA ballast plough. Loco's ran around consist and stabled on the mainline at Illoquara overnight. On Sunday morning 17 January, ballast train 7N51 pushed back to the 1577km and discharged ballast as directed by BJB. Once all work was completed at this location, it formed 1N52 with GM46 and CLP8 to Illoquara after attaching 4 x AQCY flats that were placed at the 1578km with sleepers a week prior, these were detached at the Northern end of Illoquara Loop to be attached to 7AD1 and returned to Tennant Creek. Here GM46 and CLP8 await departure from the 1577km worksite on Sunday 17 January 2010. Photo by Darryn Fladrich



# Tasmania



Drifting through Dulverton between Railton and Devonport, ZB2122, ZB2121 and ZB2128 haul 546 coal from Fingal to the paper mill at Burnie on Thursday 28 January 2010.  
Photo by Alex Rothwell



Following a timetable change during January, 36 goods now departs Hobart at 0300hrs daily for Burnie. Here D2021, MKA2132, DQ2006 and DQ2004 roll over the Blythe River between Penquin and Burnie with 236 goods on Tuesday 16 February 2010.  
Photo by Alex Rothwell



During mid – February 2010, a fault developed with the remote control equipment on DQ2005 precluding the use of DV1, here MKA2132 substitutes for it as the cement from Railton is discharged at Devonport on Thursday 25 February 2010.  
Photo by Alex Rothwell



# Western Australia



On Monday 8 February 2010, 2210 and the AK test train rest in the siding at Nurina on the Nullabor Plain as the sun sets into the western horizon.  
Photo by Robert Parnell

## ALBANY REPORT

During January a second grain fleet arrived in the Albany area with P2511/ DBZ2308 arriving into Albany on 643 loaded grain on Tuesday 12 January. On the 13th the woodchip was running with NJ1605 bringing in the loaded train and DD2359 trailing. On the Monday 1 February P2502/ P2511 hauled 643 loaded grain into Albany, the other set of grain wagons were hauled by P2505/ DBZ2313 into Albany the next day.

On the Monday 22 February 663 Grain arrived in Albany with P2505/ 2502 with 673 outbound grain with P2504/ DBZ2313 heading the train. On the woodchip were P2511 on the port end of the train and DD2359 on the mill end.

A third fleet was added to the Albany grain workings when P2515 with 33 grain hoppers was noted being unloaded at the Port on Wednesday 17 March. The 33 wagons were ex Geraldton, leaving there on 13 March.

## GERALDTON REPORT

The two iron ore fleets in Geraldton see a variety of combinations with DFZ2405/ DFZ2401 on 7716 empty iron ore and P2517/ P2507 on 7713 loaded iron ore to Geraldton on Saturday 23 January. On Sunday 31 January DFZ2405/ 2512 were on an empty iron ore train to Ruvidini (Mullewa) and DFZ2401/ P2509 were on 1730 empty grain to Morawa. Coote Industrial's RA212 was working just south of Morawa on a ballast train.

On the Sunday 21 February the ores were both being hauled by P/ DFZ combinations P2513/ DFZ2401 and P2509/ DFZ2405. On Saturday 13 March DFZ2401/ DFZ2404 were on one ore and DFZ2404/P2512 on the other.

The Narngulu- Eneabba Mineral Sands train is normally hauled by a single P class and things were no different in this period although several different locos have been observed including:

- Monday 25 January P2513,
- Saturday 27 February P2510,
- Saturday 6 March P2509,
- Sunday 14 March P2507

The future of the mineral sands train is not assured with plans to phase out at mining at Eneabba during 2010.

Through January & February the Geraldton area hosted two grain fleets that saw a number of combinations one set dominated by DAZ/ P class combinations and the other either DFZ/ P or two P classes. On Saturday 13 March 33 XW grain wagons were transferred south behind P2517. From Monday 15 March the remaining grain train was expanded to 64 wagons and was noted on 2750 grain to Carnamah behind triple headed DAZ1901/ P2510/ P2509.

## KALGOORLIE REPORT

Kalgoorlie still provides a good place to see a range of trains and given a few hours trackside a





number of different locos and combinations can be seen, these sightings are in the area from Parkeston to Binduli on Sunday 21 February.

- SCT008/ SCT010 SCT's 6MP9 freight
- AC4304/ Q4012/ Q4019/ 126 empty iron ore ex Esperance, to West Kalgoorlie Yard.
- NR9/ NR84/ NR80 7MP7 freight heading west through Parkeston overtaking NR85/ NR68 on 6MP4 freight.
- Q4010 acid service ex Hampton to West Kalgoorlie.
- WDB012/ WDA002 Perth bound Prospector;
- Q4019/ Q4012/ AC4304 empty iron ore train to Koolyanobbing;
- NR87/ NR15 6SP6 freight to Perth
- AC4307/ LZ3120 1426 freight to Perth.
- Q4010 West Kalgoorlie to Parkeston shunt train.
- NR29/ NR93/ NR96 6SP7 freight to Perth.
- AC4302/ AC4306/ AC4308 126 empty iron ore train ex Esperance into West Kalgoorlie
- AC4303/ Q4007/ Q4009/ 126 loaded iron ore train ex Koolyanobbing to Esperance.
- 6001 / G534 / CLF4 7AP1 QRN freight.

LZ3119 worked 5M21 Cook train out of Kalgoorlie on 4/3, conveying fuel, water and stores. In the past several weeks, the fuel and water for Cook had been taken out on

Trundling along the Merredin – Kondinin line near Muntadgin, AB1504 and AB1502 haul 6453 grain on Friday 5 March 2010. The narrow gauge branches emanating from Merredin are in danger of closure following a grain industry review. Photo by Simon Barber

QRN workings. The OPC vans for pastoral station stores were not taken on these services because they are restricted to 80 km/hour whilst L3115 caught fire near West Kalgoorlie on 6 March but damage was only light and the unit was back in use a couple of days later.

## AC DPU TRIALS

The AC class locomotives have run some trials using distributed power in readiness for this type of working on the Koolyanobbing – Esperance iron ore trains.

AC4308/ AC4307 ran light engine from Forrestfield to Kwinana and return on 5 February in DPU mode.

On 9 February, 3056 grain ran from Avon Yard to Forrestfield with AC4308 at the front and AC4307 on the rear, working in DPU mode. This was a throwback to the period when some narrow gauge grain workings used P class diesels in locotrol formation.

The first trial working on an iron set occurred on 25 February, when 5420 Ore departed Esperance as AC4304/ AC4302 63 wagons AC4305 63 wagons. Return from Koolyanobbing was on the following day as train 6415.

## SOUTH WEST REPORT

The two AD class were transferred from Picton (Bunbury) back to Avon Yard during early February. The two AD class had been used both in multiple with other locos at Picton and also solo on caustic soda trains. With the two AD class moving from the south west it was turn of the DAZ class to see some new territory with up to three of the class working around the Bunbury area on both coal and alumina trains. A shift from the predominant grain train haulage that they have been used on for several years.



On Sunday 21 February, 2010, DFZ2405 and P2509 haul 1714 empty iron ore through the Bringo cutting passing an area recently burnt out in a large bush fire. Photo by Phil Melling



*Services Tailored to your Needs!*



- *Accredited Rail Operator in NSW*
- *Rollingstock Maintenance*
- *Rollingstock Refurbishment*
- *Rollingstock Builds*



[www.southernshorthaulrailroad.com.au](http://www.southernshorthaulrailroad.com.au)

**VICTORIA**  
Brent Nally - General Manager Workshops  
175 Murphy Street  
Bendigo, VIC 3550  
Phone: (03) 5434-7777  
Fax: (03) 5443-7828  
Email: [brent\\_nally@southernshorthaulrailroad.com.au](mailto:brent_nally@southernshorthaulrailroad.com.au)

**NEW SOUTH WALES**  
Gary Payne - General Manager Operations  
PO Box 12, 121 Anzac Avenue  
Engadine, NSW 2233  
Phone: 0425-666-671  
Fax: (02) 9872-8547  
Email: [garypayne3@bigpond.com](mailto:garypayne3@bigpond.com)



SOUTHERN SHORTHAUL RAIL



### By Scott Fitzgerald

sky” panoramic desert shots, even the occasional “storm light” capture. They even managed to sneak in some “not seen in print before” locations.

The production concept is chronological with interesting side line paragraphs sprinkled throughout such as Shunting – a dying art, and the Vic’s are coming, with appropriate photographic coverage.

Topics are many and varied including the South line, The Northern Branches, Extreme safaris into the Northern and Western regions including narrow gauge operations. The Whyalla area contains coverage inside the steel mill that spans decades of operations, Eyre Peninsula operations, and the Broken Hill line.

Some coverage seems slightly irregular, for example the three weeks of Broad Gauge by pass operations rated a couple of pages, the operation of the NSW 80 class into SA rated only one shot. Mt Gambier and Alice Springs standard gauge goods trains prior to FreightLink, seemed to miss the cut.

On the plus side, there is good coverage of the mundane such as an overall shot of Gillman yard which is now all long gone. At

the time many a photographer might not have even contemplated such a shot, but history capture is all about capturing the mundane, as the only certainty is change.

Like the previous 80’s production, the scope stretched to Kalgoorlie and Darwin, not that anyone would be complaining, the coverage and quality remains high.

Print technology has come a long way and this publication reflects this progress - 20 year old plus images look like they were taken yesterday! I am sure the aim of this book is predominately pictorial, so we can be a little forgiving in regard to caption compilation. For the record, there were only 14 EL class locomotives built and the Telford mixed operated in the 1990’s.

Considering the scope of the project and the available space, and the amount of material, the selection process must have been excruciatingly painful!

I would recommend this book the collector, anybody that appreciates good railway photography, and finally the modeller, as there are a number of historical shots showing detailed train consists, which I would consider invaluable for modelling purposes.



From the team that brought you SA pictorial the 80’s, their latest follow up publication is “South Australian Diesel Pictorial, from “Piping Shrike” to Pacific National and beyond.”

This publication’s scope is roughly South Australian Railways from 1969 to 2008. Format is landscape, the pages are about 290 by 260mm wide, so you get more photographic coverage per page.

Layout style is similar to another publication, “A Bulldog Odyssey”, with small support shots where appropriate to enhance the main photo and caption.

The photographic skill, is many and varied, from standard “sunnies”, high contrast glint, deep mood contrast in the Adelaide hills, to “big

# ALCO World

## We Stock:

- Plets Express DVD USA
- Trackside DVD
- Trains Alive DVD
- ACV DVD
- Ross Rail DVD
- Big Boy DVD's & Books
- Alco Operating & Technical Manuals
- Badges
- Alco Bar Mats
- Alco T-shirts
- Alco Caps
- Alco Mugs
- Alco Builders Plates
- Alco Stickers
- Alco Related Books

**New stock always arriving!**

# www.alcoworld.com.au

CHECK OUR WEBSITE FOR WHERE TO SEE US AT EXHIBITIONS

**Specialising in:**  
MERCHANDISE FOR  
LOCOMOTIVES  
& MAIL ORDERS

PHONE: 0412 511 794

EMAIL: [info@alcoworld.com.au](mailto:info@alcoworld.com.au)

MAIL ORDERS:

PO Box 383, Ingleburn NSW 1890



SHOP ONLINE





# Tom's Hobbies & TrainOrama

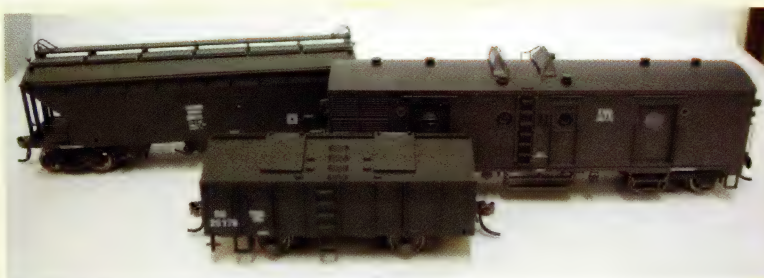


## **TRAIN ORAMA IN STOCK**

- 44 Class
- 47 Class
- 49 Class
- 930 Class
- 32 Class
- S Class
- FWH hopper
- BWH hopper
- UL wagon
- S-Truck
- ZLP/VVBP Brake Van
- AFL/FRH hopper

## **COMING SOON**

- 42 Class
- GM Class
- 48/830 Class
- PHG/MHG Brake Van
- Variety Packs



### **TrainOrama Variety Packs : (due very soon)**

**Pack 6** ⇨ 2 x RU/  
1 x BWH/ 1 x FHG  
(\$149.00)



**Pack 2** ⇨ 3 x  
NGMA/ 1 x NVFF  
(\$165.00)



**Pack 5** ⇨ VLX  
(2 x small/  
2 x large logo)  
(\$95.00)

### **TrainOrama 42 Class : (due very soon \$265.00)**



### **TrainOrama S Class : (\$265.00)**

We are an Australian retail agent for various locomotive brands such as : Austrains, Hornby, Athearn, Atlas, Kato, Bachmann, Proto 2000...etc, including engines/ carriages; and also structures, rolling stocks, lineside accessories from different brands (eg StructOrama, Peco Walthers, Depot, Woodland Scenics, IHC). Please don't hesitate to enquire from us or place a mail order/phone order/internet order, we will be pleased to help you at our very best!

Add: 1001 Victoria Road, West Ryde, NSW 2114  
Web : <http://www.tomshobbies.com.au>

Ph : 02-98090530 / Fax : 02-98090650  
Email : [info@tomshobbies.com.au](mailto:info@tomshobbies.com.au)



## CFCL Australia Pty Ltd

Level 5, 8 Windmill Street, Millers Point, NSW 2000

Phone: +61 (2) 8965 0000

Fax: +61 (2) 8965 0011

Director: Mr Ian Gibbs

Email: [ian.gibbs@cfcla.com.au](mailto:ian.gibbs@cfcla.com.au)

**Company Description:** The rapid expansion of the Australian rail freight market in the last few years has led to an unprecedented, and often unfulfilled, demand for locomotives and wagons. CFCL Australia (CFCLA) has been one of the few companies to seize the opportunity to provide rail operators with flexible, short, medium and long-term rolling stock lease solutions. Capabilities include fully maintained operating leases as well as complete turnkey supply of train sets for industrial shippers.

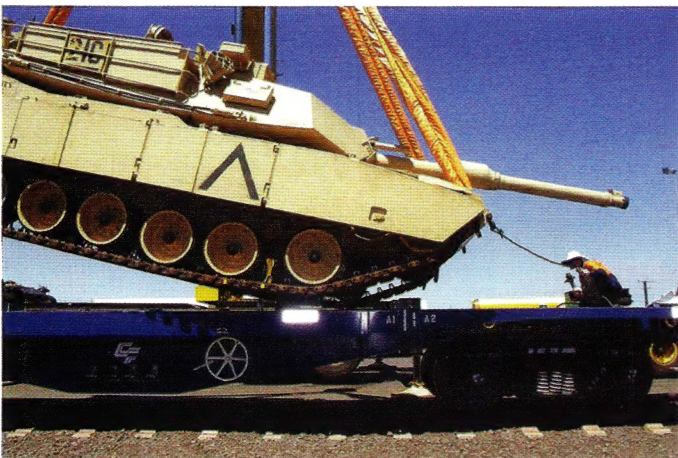
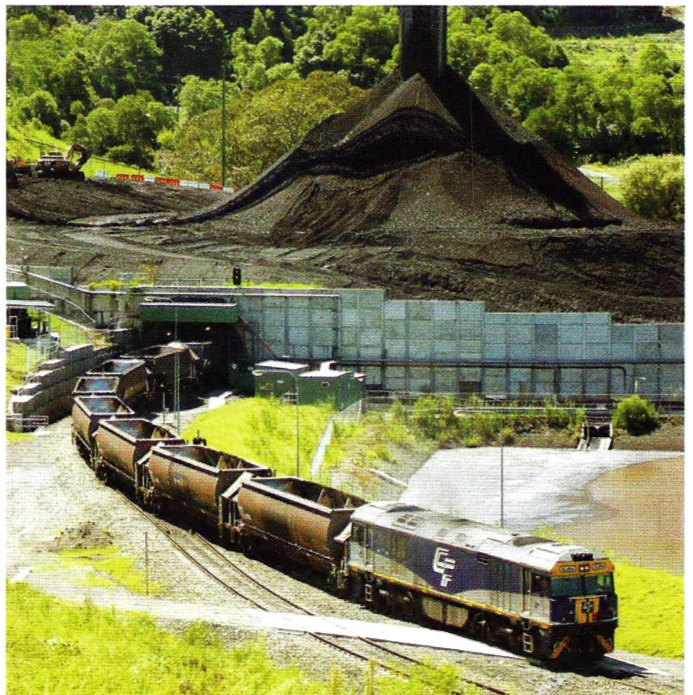
CFCLA has restructured its Rail JV and associated debt facilities in 2008 and recently announced Marubeni Corporation (45%) and Marubeni Australia (4%) participation in a 49% equity investment in the CFCLA Rail JV. The Marubeni Group is a diversified Japan based global trader and industrial investor, with assets of over US\$41 billion and a presence in over 65 countries. In 2010, Marubeni celebrates 50 years in Australia. Marubeni bring to the Rail JV expertise in rolling stock leasing in the US and rail turn key solutions in many countries around the world.

CFCLA and Marubeni under the Rail JV look forward to expanding its investment in the Australian rail industry.

'Celebrating our 11th year of delivering leasing solutions to the Australian Rail Industry'.



# Marubeni





A picture tells a thousand words. If we have not got it, and it is available from a supplier, we will order it in for you.

Established and in business for over 30 years and seen at more exhibitions across Australia.



# TRAIN WORLD PTY LTD

624 Hawthorn Road, East Brighton, Victoria 3187

Phone: (03) 9596-6342 or Fax : (03) 9596-3917

OPEN 7 DAYS, 360 Days per Year

Monday to Thursday 10am-6.30pm

Friday 10am-9.30pm, Saturday 9am-5pm

Sunday & Public Holidays 11am-4.00pm

[www.trainworld.com.au](http://www.trainworld.com.au)

**Australia's largest pure train and model train shop.**



[internetsale.tw@trainworld.com.au](mailto:internetsale.tw@trainworld.com.au) / [info.tw@trainworld.com.au](mailto:info.tw@trainworld.com.au)

We buy & trade in your train books, train magazine, locomotives, rolling stock and train sets.



## Walthers

We stock the leading & Best brands from around the world. Including Athearn, Atlas, Auscision, BLI, Hornby, MTH, Powerline Models, Proto 2000, Waltehrs & many more



**We stock:**  
Australian, American & British.  
G, O, On30, HO & N Scales  
Books, videos, DVDs, magazines,  
CDs, DCC, train sets & more



**Mail Orders, LayBy, EFTPOS.**  
VISA, Master card, AMEX,  
great service and advice are  
all available in our store.  
New U.S Stock 3-5 weeks

**Every Inch a train shop devoted to and supporting the hobby**





**Available Now! Get Your Order in Before they Run Out!**

## NEW NLKY/RLSY LOUVERED VAN

Run in HO Scale

### Available Liveries:

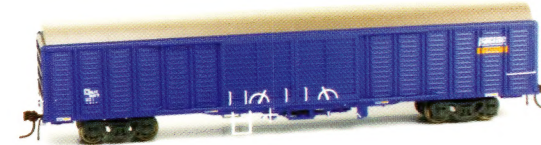
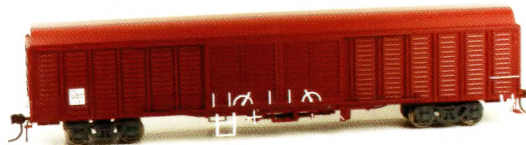
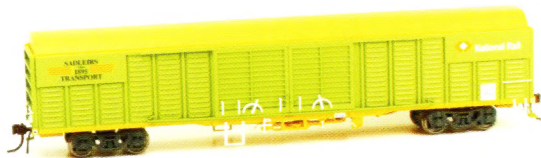
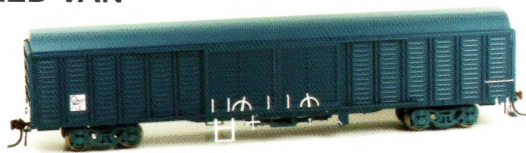
PTC Blue  
SRA Red  
Weathered Brown  
National Rail Grey  
Saddleirs Green/Yellow  
Pacific National Blue

### Features:

Detailed, Factory Painted & Decorated, Real Metal for the Handbrake, Scale Size Knuckle Couplers, 36" Metal Wheels, Both Original & Modern are being produced

Each \$239.95

Order Today...



## NSW NDFF BALLAST HOPPERS

Ready-to-Run in HO Scale

### Available Liveries:

- State Rail Indian Red (L7)
- Freight Rail Blue
- RSA Green
- Rail Services Australia Teal
- Rail Infrastructure Corporation Orange
- RailCorp Orange

### Model Features:

Super Detailed, Factory Painted & Decorated, Scale Size Knuckle Couplers, Metal Piping, 36" Metal Wheels

4 car pack \$239.95

Order Today...

## FOOT TRANSPORT CONTAINERS

Run in HO Scale

**SELLING FAST!**

### Available Liveries:

- Saddleirs, SCF, Transmotion, FCL V1, FCL V2, FCL V3, Interlink, SPD, Toll V1, Toll V2, Austrans V1, Austrans V2, Royal Wolf V1, Royal Wolf V2, Cronos, Freighters, TNT V1, TNT V2, Alltrans V1, Alltrans V2

### Model Features:

Factory Painted & Decorated, Separately applied floor and Latches, Fits onto CQBY & NQIW Container Wagons

Each Pack \$29.95

Order Today...



## AUSTRALIAN GUM TREES

Ready-to-Plant in HO Scale



**NOW IN STOCK!**

## SH-RV STEEL COIL CONTAINERS

Run in HO Scale



### Available Liveries:

- National Rail Grey Steel Link
- National Rail Orange
- Pacific National Yellow
- CIMC Blue

### Model Features:

Factory Painted & Decorated, Separately applied floor, Metal Elch Roof Lifting Points, Fits onto CQBY & NQIW Container Wagons

Twin Pack \$29.95

Order Today...



TRUST AUSCISION FOR PRECISION

[auscisionmodels.com.au](http://auscisionmodels.com.au)

PO Box 1791, Castle Hill NSW 1765  
Mobile: 0425-866-442 Fax: (02) 9872-6150  
Website: [www.auscisionmodels.com.au](http://www.auscisionmodels.com.au)  
Email: [information@auscisionmodels.com.au](mailto:information@auscisionmodels.com.au)

PW DESIGNING SYDNEY

Auscision Models Pty Ltd 2008 ABN 19 115 127 127





# Museum Quality "O" Scale N.S.W.G.R "C38" CLASS

Super Detailed Fine Scale Brass



Two Versions to be built:-

## Streamlined Version

Dark Green with Yellow lining  
3801, 3803 & 3805  
All Black with Red lining  
3802, 3803 3804

## Non-streamlined Version

Dark Green with Black smokebox,  
Red/Straw lining 3808, 3813, & 3830  
Dark Green with Green smokebox,  
Red/Straw lining 3814, 3830  
All Black with Red lining  
3806, 3820, 3822 & 3827

## Features of all models:-

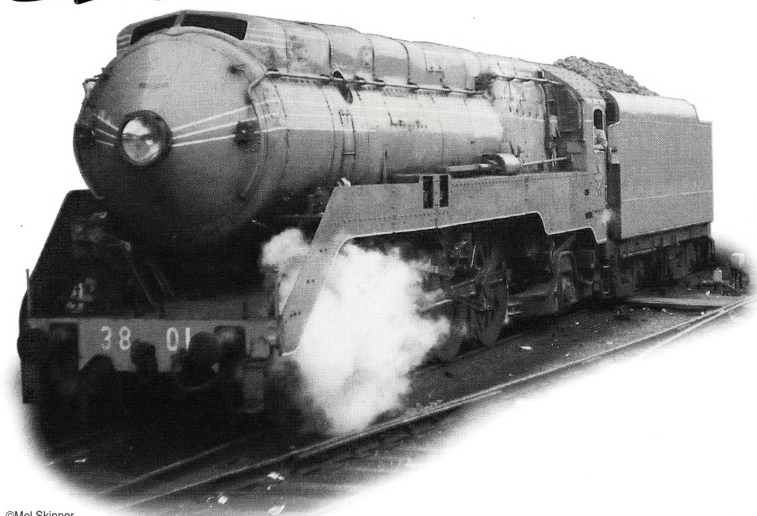
1. Painted, lined (where appropriate)
2. All-wheel pickup
3. DCC Equipped
4. Authentic colour LED Lights
5. Clear Coated / Glazed
6. Directional lighting
7. Fully detailed cab interior
8. Ready To Run / Limited build

Prices, specifications and delivery date subject to change without notice.

**BUILT TO OUR VERY HIGHEST OF STANDARDS**

P.S.M. "O" SCALE 1:43.5 (7mm)  
"QUALITY WITHOUT COMPROMISE"  
FULL 12 MONTH WARRANTY\*

**Delivery 2011  
Estimated Price TBA**



©Mel Skinner



# Museum Quality "O" Scale VICTORIAN RAILWAYS 4-6-4 "R" CLASS HUDSON

Super Detailed Fine Scale Brass



## FOUR VERSIONS

R 704 AS RUNNING      R 719 / 748 OIL BURNING  
R 761 AS PRESERVED      R COAL BURNING  
Choice of numbers

## Features of all models:-

1. Painted, lined (where appropriate)
2. Authentic colour LED Lights
3. Loco / tender close coupled
4. Blackened wheel sets / grey motion gear
5. Clear Coated / Glazed
6. Choice of numbers provided
7. DCC Equipped
8. Ready To Run / Limited build

Prices, specifications and delivery date subject to change without notice.

**BUILT TO OUR VERY HIGHEST OF STANDARDS BY  
AJIN PRECISION MFG., INC. OF KOREA**

P.S.M. "O" SCALE 1:48  
"QUALITY WITHOUT COMPROMISE"  
FULL 12 MONTH WARRANTY\*

**Delivery 2011  
Estimated Price TBA**



©Keith Turton

# PRECISION SCALE MODELS

A.B.N. 17 500 560 251

4 PALMER COURT, MOUNT WAVERLEY 3149, VICTORIA, AUSTRALIA . (PLEASE BY APPOINTMENT ONLY)

PHONE: 1300 562 633. MOBILE: 0418 554 760. FAX: (03) 9759 5844

International: (ISD)+61 1300 562 633. Fax (ISD)+61 3 9759 5844

[www.precisionscalemodels.com.au](http://www.precisionscalemodels.com.au)

"BUILT TO A STANDARD - NOT TO A PRICE"

HANDCRAFTED IN BRASS  
BY  
**AJIN PRECISION  
MFG., INC.  
OF KOREA**

ISSN 1837-915X



9 771837 915003